The Milepost

Volume 46, Number 5 — May 2026
The official newsletter of the Pikes Peak Division
Rocky Mountain Region — National Model Railroad Association.

NEXT MEETING:

Friday, May 8th, 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 Back-ground to your Layout

April 10th, 2026 (Friday)
NMRA-PPD monthly meeting
Contest: Odd Ball Program: GM's Train of Tomorrow

May 8th, 2026 (Friday)
NMRA-PPD monthly meeting
Contest: Offline Bldg Program: Colorado Springs & Cripple Creek District Railroad the Short Line

June 12th, 2026 (Friday)
NMRA-PPD monthly meeting
Contest: Railroad Structure Program: The History of the McKeen Motor Car & #22 of the Virgina & Truckee Rail-road

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!

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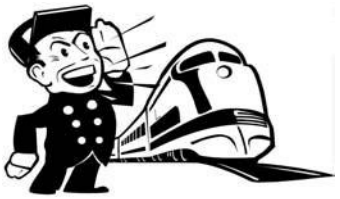


The Milepost, Volume 46, Number 5, May 2026, is published monthly as an electronic document (Adobe PDF file) by and under the authority of the Pikes Peak Division (Rocky Mountain Region) of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We would love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, 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.

Next Meeting on Friday, May 8

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

- May — Mike Peck - Colorado Springs & Cripple Creek District Railroad the Short Line
- June — Elizabeth Maline: The History of the McKeen Motor Car & #22 of the Virgina & Truckee Railroad
- 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.

Editor's Thoughts

A Glimpse into the Past: The Central of Georgia Railway Shops

While visiting Savannah last week I went to the Georgia State Railroad Museum, which is much more than a collection of vintage rolling stock; it is one of the most complete antebellum railroad repair complexes remaining in the United States. Walking through the site, one is immediately struck by the sheer scale and architectural intent of the facilities, which served as the beating heart of the Central of Georgia Railway.

Constructed primarily between 1851 and 1855, the shops were designed not just for utility, but as a statement of industrial might. The use of Savannah Grey brick and towering arched windows gives the structures a cathedral-like quality.

The centerpiece of the complex is the Roundhouse and Turntable. Unlike many modern interpretations of roundhouses, this facility was designed to handle the rigorous maintenance of steam locomotives. The 85-foot turntable allowed workers to efficiently rotate engines and move them into specific "stalls" for specialized repairs, ranging from boiler work to paint touch-ups.

The complex was designed to be a self-sufficient industrial village. At its peak, the Savannah shops could manufacture almost anything the railroad needed. Key structures include:

- The Machine Shop: This was the technical hub where precision parts were forged and machined. The overhead line-shaft system (fragments of which are still visible) once powered dozens of lathes and drills from a single stationary steam engine.
- The Carpentry and Coach Shop: Since early rail cars were largely made of wood, this facility was essential for building and repairing passenger coaches and freight cars.
- The Blacksmith Shop: Here, massive steam hammers and forges shaped the heavy iron components required for locomotive frames and wheels.
- The Smokestack: Standing at 125 feet, this iconic chimney was part of the powerhouse that provided the draft for the stationary boilers, keeping the entire facility humming with energy.

The 1,000-man workforce represented a massive cross-section of 19th and early 20th-century labor. It wasn't just "mechanics" on-site; the payroll included:

- Blacksmiths and Boilermakers: Handling the brutal heat of the forges.
- Carpenters and Pattern Makers: Crafting the wooden skeletons of early rolling stock.
- Machinists: Operating the precision equipment in the machine shop.
- Laborers and Apprentices: Ensuring the facility remained clean and the coal bunkers stayed full.

Operating around the clock was a necessity of the steam era. Locomotives are notoriously maintenance-intensive; for every hour spent on the main line, a steam engine required several hours of inspections, lubrication, and "tightening up."

By running three shifts, the Central of Georgia ensured that an engine arriving in the middle of the night could be serviced and ready for a return trip by daybreak. This relentless schedule is why the site was equipped with its own powerhouse and gas lighting system—they couldn't afford to stop just because the sun went down.

For the model railroader, the Savannah complex offers a masterclass in integrated industrial design. Rather than a single isolated roundhouse, the site demonstrates how various support buildings—the sand tower, the oil house, and the massive machine shops—were positioned to create a logical workflow.

The weathering on the Savannah Grey brick, featuring hues of ochre and muted red, provides a beautiful palette for those looking to move beyond standard "brick red" plastic kits. Whether you are modeling the transition era or the height of steam, the Central of Georgia's Savannah shops stand as a testament to the era when the railroad was the ultimate symbol of American progress.

If you find yourself in the Lowcountry, the survival of these buildings is a rare gift to industrial historians. They remind us that the "Golden Age" of railroading was built on a foundation of massive brick, heavy iron, and meticulous craftsmanship.

While we admire the quiet stillness of these buildings today, we must imagine them filled with the constant roar of stationary steam engines, the rhythmic clanging of hammers, and the glow of lanterns as 1,000 men worked in shifts to keep the 'Right Way' moving 24 hours a day.

David

Keepin' it on the Tracks

By: Mark Fuerstenberger

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

The RMR region website has been updated to show the activities, timelines, clinics, train rides, and all the events that will take place. There will be two vendors with high end and unique inventory to sell. A YouTube video has been made with information for the convention by James Willmus. https://youtu.be/9ItIcad0s04

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

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 shmrrcts@gmail.com

Sat. 9-5pm Sun 10-3pm

Adults $10, Kids 12 and under Free.

PPD Annual Summer Picnic – June 20th, 2026 – 11am – 2pm - Palmer Lake, CO

We will be holding our annual summer picnic at the Palmer Lake Pavillion on Saturday, June 20th, 2026. We have reserved the pavilion from 10am to 2pm. While you are welcome to arrive anytime, we will plan lunch for around 11:30am. Please bring a potluck item to share for lunch. Mark & Amber will also bring their Cornhole Bean Bag Toss game for those that would like to play.

Address: 199 County Line Rd, Palmer Lake, CO 80133 – Pavillion is located on East side of Palmer Lake.

Union Pacific Big Boy #4014 – 2026 Coast to Coast Tour – Eastern Leg Announced

The Union Pacific Big Boy has now announced dates for its East coast leg of its coast to coast tour this year in 2026. The train will leave Cheyenne, WY on May 25th and head east where it will travel clear to Philadelphia, PA for July 4th celebrations before making its way back home to Cheyenne. As a note, it will travel through Colorado on July 27-29.

For more details go to: https://www.up.com/about-us/history/steam/schedule

Fall PPD Outing – Possibly Cripple Creek & Victor Narrow Gauge Railroad

The Cripple Creek & Victor Narrow Gauge Railroad opens for the season mid-May, and typically operates through the first weekend in October. We will contact them in June, and see about our options for scheduling an event in the fall.

Save the Date: Rail Proto Meet (RPM) – October 16th - 18th, 2026 – Greeley, CO

The event will be held at the Island Grove Event Center in Greeley.

Visit: https://corpm.org/ for more details.

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

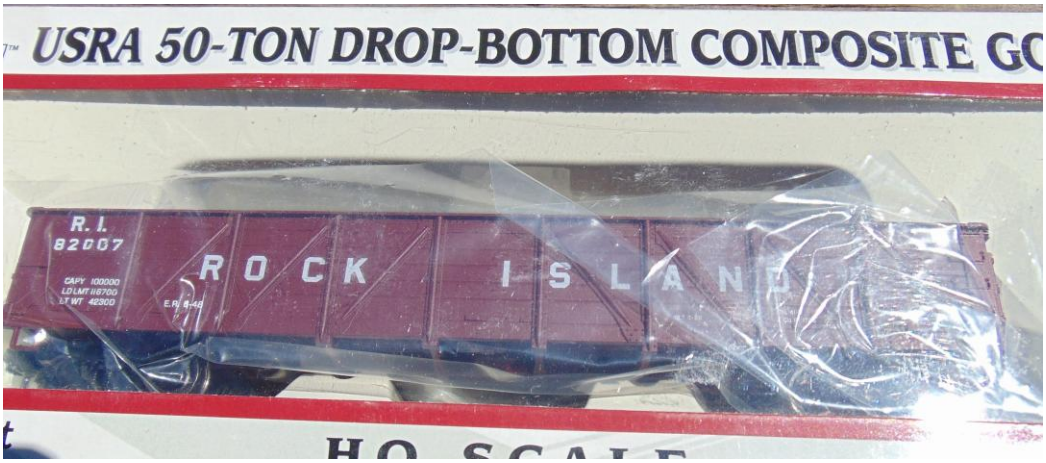
"Teaser" preview of some prizes available at the drawing during intermission at the May 2026 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. HEY – feel free - encouraged, even - to bring/donate surprise items! The more the merrier! (**ALERT: We have exhausted ALL 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 2025 meeting, the excess Christmas party gifts are being spread out over this year's drawings.

(SOME OF) THE MAY MEETING OFFERINGS (**feel free to contribute more at the meeting; some more of Wade's freebies will also be available, free to good homes**):

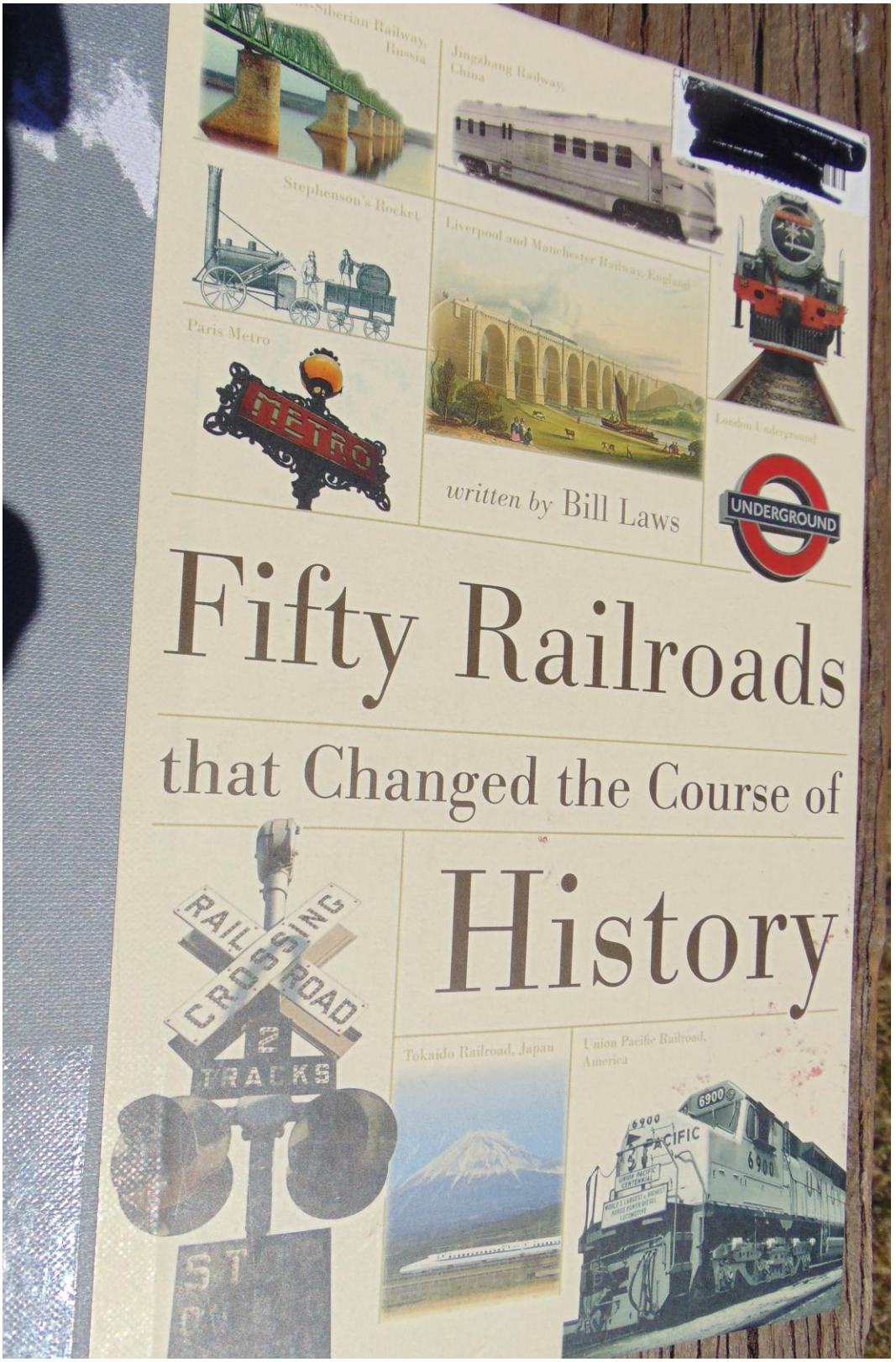
We have a smorgasbord this month: a railcar, a structure and a history book.

Rock Island 82007. HO scale model of a 40-foot, 50-ton drop bottom composite gondola. Walthers Proto 1000 model of a World War II steel-conserving wood-sided railcar (last shopped in 1948). New-in-box. One of the excess drawing prize Christmas presents.



Operating Pipe-Loader. HO scale model of an on-line structure. Toy-like BACHMANN product as originated, but really just raw material for some kitbashing. New-in-box. One of the excess drawing prize Christmas presents.

Fifty Railroads that Changed the Course of History. Hardback, published in 2013. Formerly owned by a Highland Mills, New York public library. 224 page history of ground-breaking railroads on five continents (only South America and Antarctica do not seem to have an entry, though Panama gets close to South America). Lots of interesting railroads most of us have never heard of, each featured because of some distinctive new aspect of railroading. One of the excess drawing prize Christmas presents.


Siberian Railway, Russia
Jingzhang Railway, China
Stephenson's Rocket
Liverpool and Manchester Railway, England
Paris Metro
METRO
London Underground
UNDERGROUND
written by Bill Laws
Fifty Railroads
that Changed the Course of
History
RAIL ROAD CROSSING
2 TRACKS
Tokaido Railroad, Japan
Union Pacific Railroad, America
6900
PACIFIC

The Wyoming Colorado Railroad

By: Mark Fuerstenberger

Recently on Facebook, there have been quite a few postings about the former Wyoming Colorado Railroad. Not knowing much about it, I set out on the internet to learn about it's history. After reading and learning quite a bit about its operation, I thought I'd write this month's article about it.

The Wyoming Colorado Railroad (WYCO) was a short-lived but regionally significant Class III railroad that operated from 1987 to the mid-1990s across three non-contiguous divisions in Wyoming, Colorado, and Oregon. Established by Western Railroad Builders, the WYCO was formed during a time when decisions were being made about whether or not certain branch lines were sustainable or not. While widespread rail deregulation was taking place, this came at a time when major carriers such as Union Pacific were divesting little used branch lines. The WYCO's mission was to preserve rail service on these marginal routes and sustain freight transportation for rural industries, particularly those tied to areas with natural resources to be hauled.

The WYCO's network consisted of three primary divisions. In Wyoming and Colorado, it operated segments of former Union Pacific branches, including the Coalmont line running from Laramie, Wyoming, to Walden, Colorado, and the Saratoga Branch between Walcott and Saratoga. These lines primarily served agricultural producers, timber operations, and mining interests, hauling commodities such as lumber, coal, and fluorspar. In 1989, WYCO expanded westward by acquiring the Oregon Eastern Division, a line extending from Ontario toward Burns, Oregon. This division was intended to support lumber mills and other earth mineral production. However significant investment had to constantly be made in track rehabilitation, particularly following occasional flood damage.

At its peak between 1989 and 1992, WYCO operated all three divisions simultaneously, representing an ambitious attempt to sustain freight service across geographically isolated and economically fragile regions. Unfortunately, the railroad struggled with persistently low traffic volumes. In Oregon, projected shipments of 150–200 carloads per month never materialized, and actual volumes often fell below 100 carloads per month. Similar challenges affected the Wyoming and Colorado divisions, where sparse populations and declining mining industries limited demand.

External pressures continued to add to these difficulties. Competition from the trucking industry often allowed for greater flexibility and cost efficiency for low-volume freight. At the same time, the WYCO was faced with high maintenance costs associated to the aging infrastructure. Harsh weather conditions also did not help the situation, and the need for continual track rehabilitation continued. Despite some federal and local funding support, particularly for the Oregon line, these factors undermined the railroad's financial sustainability.

By the early 1990's, WYCO began scaling back operations. Service west of Celatom, Oregon, was abandoned in 1992, and tracks were removed completed by 1994. Wyoming and Colorado operations lingered slightly longer, including brief tourist excursion services in scenic areas.

Sadly, they also ceased operation by 1996. Subsequent abandonment proceedings were overseen by federal regulators and the dismantling of remaining lines commenced. The final segments of the WYCO were removed by the early 2000's.

The legacy of the Wyoming Colorado Railroad lies in its role as a short-term operator of natural resource commodities and that of a small tourist railroad. It temporarily preserved rail access for rural communities and resource-based industries that would otherwise have lost service earlier. The railroads failure highlights the challenges faced by short line railroads operating in remote areas with limited traffic. Even with adding in tourist operations, it still wasn't enough. The WYCO's experience demonstrates that while short lines can extend the life of marginal rail corridors, long-term viability depends on consistent freight demand, something that WYCO ultimately lacked.

Today, little physical evidence of the railroads past remains. Some sections have been converted into recreational trails, while others have reverted back to the natural landscape. Now the WYCO railroad only exists in the pictures of the past.

Show and Tell

By Tony Pawlicki

This note lays out rules for the **Show And Tell** session/contest at the JUNE 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 was announced a bit over two months in advance (in the MILEPOST just before the March meeting) 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.

As a reminder, starting with the June 2024 meeting, we now have two parts to the event:

- The **theme-specific** contest/presentation (for April it is ANYTHING AT ALL).
- **Free-form show-and-tell**, on any topic you choose. This feature was added by popular request - folks had been suggesting this to our Superintendent.

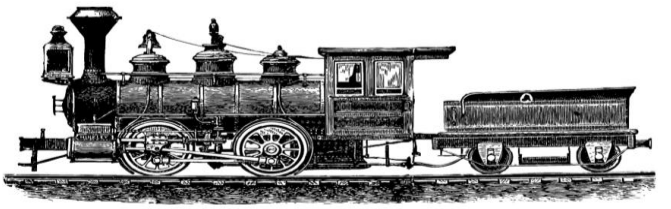
GENERAL IDEA for the theme-specific part (ANYTHING AT ALL **this month**):

- Grab an old, failed project you couldn't bring yourself to discard (or a disaster picked up at a train show or store – or even the remains after an unplanned encounter with an uncarpeted floor).
- Plan a fix (turning it into something good, though not necessarily creating what you originally planned), then actually fix it.
- Bring it, display it, then after regular model contest, stand up and tell us about your adventures.
- **The show-and-tell aspect is the main thing.** Given enough entries (3), there'll be a contest aspect too, but main goals are having fun salvaging something and entertaining the rest of us with the way you had fun.

THIS SESSION'S THEME: ANYTHING AT ALL, trying to encourage broader participation.

EXAMPLES:

- An example and the rules were provided in April 2023 Milepost.
- To remind us that a salvage and resurrection project need not be a huge effort, **the January 2025 Milepost provided an example (SALVAGING INTERNATIONAL HOBBY CORP. (IHC) DTI 10175) where just one major change was needed to "save" the model.**
- This was also an example of **a model that needed saving right out of the box**. A model doesn't always need saving just due to having lived a rough life post-purchase.



April 2026 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Mark Fuerstenberger at 7:00 in the community room of the Sand Creek Police Station. There were 16 members present and 2 visitors, Jim Victor and his wife Debbie.

Secretary Report

The minutes of the March meeting were accepted as published.

Treasurers Report:

Tony had hardcopies of the treasurer report. The statement reflected the interest payment, drawing receipts and sale of 2 PPD shirts. The statement was accepted as presented. Mark presented the distribution check from TECO for deposit into the treasury.

Announcements

- Mark noted the passing of Frank Pareso on March 30th.
- Mark noted that Irv Johnson's services will be on April 26 at the Episcopal Church, 36 Edlowe Rd, Woodland Park, CO 80863. Cards can be sent to Joyce Johnson, 566 Elk Creek Dr., Divide, CO 80814
- Mark said that Amber's surgery went well. The surgeon was confident that they removed all of the tumor.
- He also mentioned that John's wife, Glenice, was home from the hospital and doing well.
- Mark hoped that everyone had voted in the Rocky Mountain Region election.
- The UP Big Boy, 4014, will return to Wyoming in late April accompanied by the 1616 and 1776.
- Rocky Mountain Train Show will be in Denver this weekend, April 11-12.
- The Sherman Hill Show in Cheyenne, Wy is June 13-14.
- The summer picnic was set for Palmer Lake Park on Saturday, June 20 or 27 if Kristin and Charlotte could get a reservation. Date will be announced when confirmed.
- There was also discussion of a possible Division excursion for September 26th or possibly early October on the Cripple Creek Railroad.

Show and Tell

David Gaunt showed and discussed the caboose lighting kits he had installed in several cabooses. He also described how he had upgraded the performance of Old Tyco steam locos using new electric pickup trucks on their tenders and installing new can motors.

Program

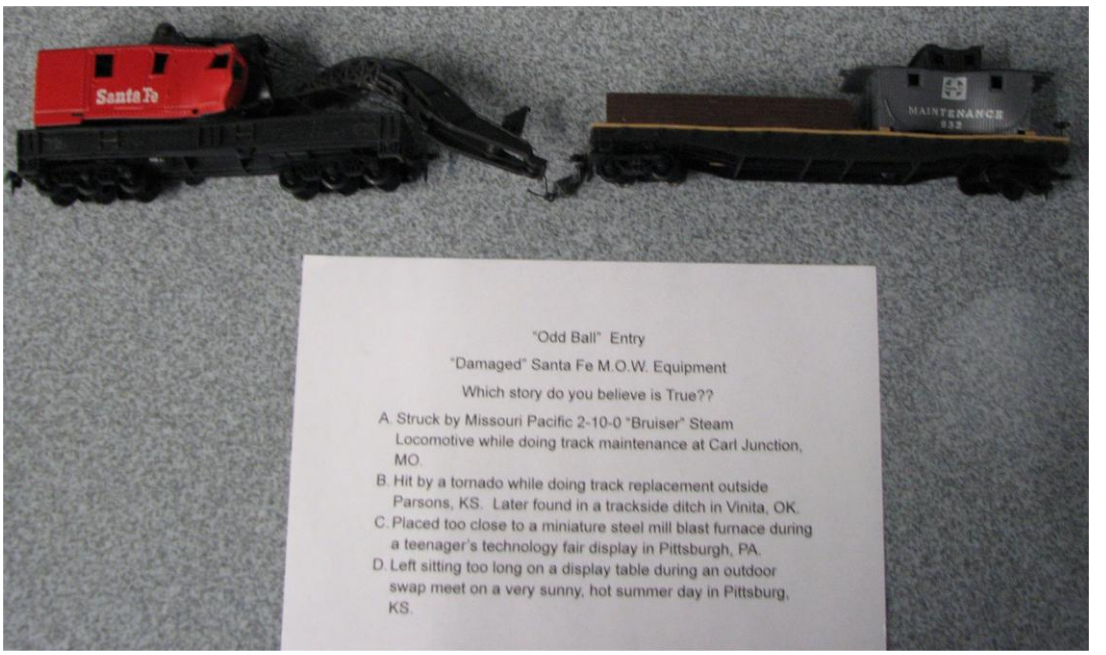
Mark provided a great program on the 1947 Train of Tomorrow. He presented an extensive, in depth, history of how the General Motors/Electro Motive Division conceived the idea and designed and built the prototype demonstrator train to tour the U.S. He told how the Budd company and Pullman Standard became involved in the building of the four types of cars, each with a 'dome' on the roof.

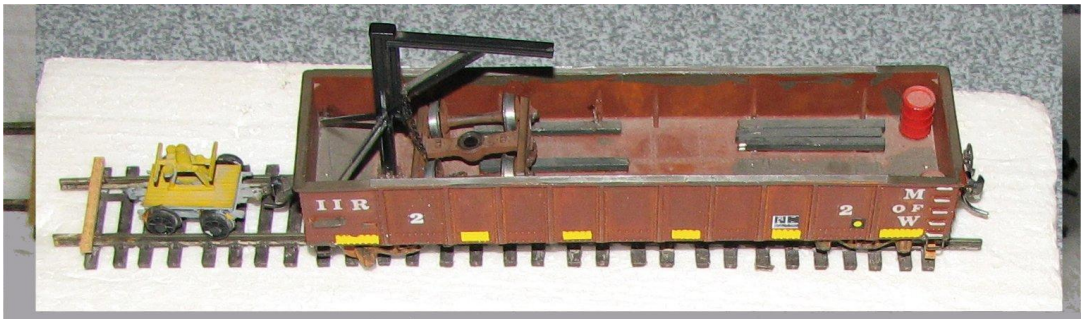
Contest

There were only two entries in the 'odd balls' model contest.

The door prize drawing was held following the contest announcement.

The meeting was adjourned at 8:48 PM.



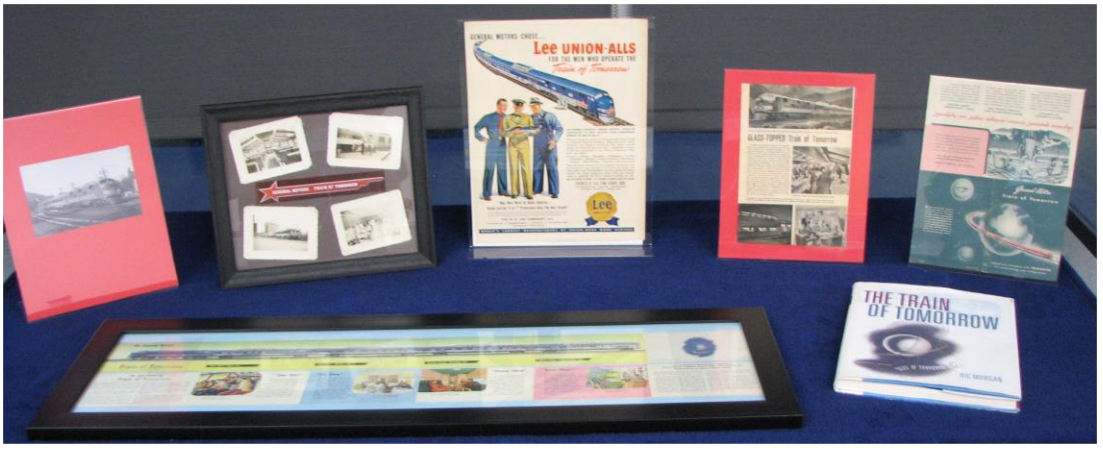


10 April 2026 2:05 PM OddBallEntryApr2026.doc

ODDBALL CONTEST ENTRY

POWER FROM THE PEOPLE

WHEN YOUR LOCOMOTIVE IS OUT OF SERVICE
AND YET YOU
DESPERATELY NEED TO GET TO THE WORKSITE
THAT'S WHEN THE MAINTENANCE OF WAY FOLKS
GET TO SHOW THEIR STUFF
USING THE OLDEST 0-4-0 IN THE SHOP


Lee UNION-ALLS
THE TRAIN OF TOMORROW

GENERAL MOTORS TRAIN OF TOMORROW
1947 - 1949
By: Mark Fuerstenberger
GM
TRAIN OF TOMORROW

MOFFAT ROAD
RAILROAD MUSEUM
MOFFAT ROAD
RAILROAD MUSEUM Granby, CO
www.MoffatRoadRailroadMuseum.org

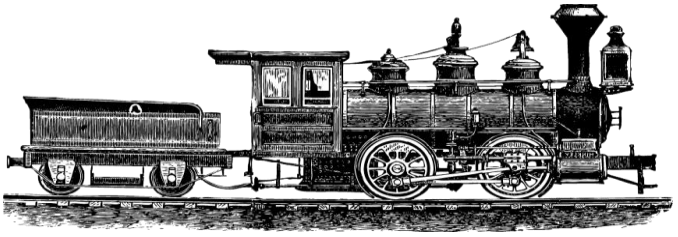
PIKEMASTERS
1988
FREE-MO RAILROAD CLUB
COLORADO SPRINGS, COLORADO

BATES
MOTEL

Rio Grande
Rio Grande
Rio Grande

All Tracks
More Trains
Western
Layouts

SUNRISE DIVISION
Rocky Mountain Region
National Model Railroad Assn



Notes from the Siding

By John Emmot

Well, it's been awhile. Life seems to be catching up to me. I still have long lists of things to do, but other things keep getting in the way. My wife is home and physically well. Her mind has created many misconceptions that I can't overcome. It keeps me off balance. I have been trying to do some upgrades to a loco that Dave Gaunt has. It is an interesting case of a very old Ariosto Craft HO creation. I need a can motor about 24mm X 20mm. Does anyone have one like that? The loco has an innovative set of wipers for power pickup and he wants to use the new tender trucks that pickup from both rails to improve operation. It's not going to happen until I can replace the open frame motor.

I did get to go to the Rocky Mountain Train Show in Denver the day after the last meeting. As usual, it was a great show. I was able to get an electric scooter of my own to avoid borrowing Marks again. It would be a great mall machine, but I ain't quite there yet :>). I didn't find any new pieces for Dave's museum layout. Same old problem, no one makes Moffat equipment out of the box. It is all scratch built. There were lots of familiar layouts present. Many of which are former attendees at TECO. The Pike Masters are growing nicely. The most interesting thing I found was James Patterson's new 3-D printing operation. I hadn't realized the extent of what he is making. He has the slide valve cylinder blocks I need to kitbash Moffat Consolidations. Of course, there are other modifications, but that is a very visible feature. I did get to visit with Dave for the first time in awhile. He is making good progress with the Moffat layout in Granby. They have also got the Dumont depot to the point it is ready for public use. The park train riding train should finally be operational sometime this summer.

I have several Moffat projects in various stages of completion/incompletion that I work on in fits and starts. Brass consolidations, steel passenger cars, wooden gondolas, wooden cabooses, rotary snow plows. Plus things I have said I would help with. I don't think I will run out before I run down :>).

Along those lines, I would like for this to be the final year of my service as the PPD secretary. Perhaps someone else can see their way to do the job better. Just an early heads up. Dave would appreciate someone who doesn't wait until the last minute :>).

I was disappointed when I realized that I missed Irv Johnson's services. It just snuck past me. I hope that others were there. Irv was a solid model railroader, who will be missed by those of us who saw his work.

I hope to see lots of folks 'round the roundhouse on Friday. Come to the meeting and bring a friend.

TECO Tidbits

So what's new with TECO?

At the moment, the board is taking a few months off to recover and enjoy the quiet after a great show in February. Our next meeting is scheduled for the first Wednesday in August. The board loved the Norris Penrose Event Center and hopes to host the event again in 2027.

TECO is still waiting for a new show chair to emerge and is unwilling to close the TECO Show for good. Please consider a role on the TECO board. Contact me or any board member to learn more. Let's talk. The organization is still intact.

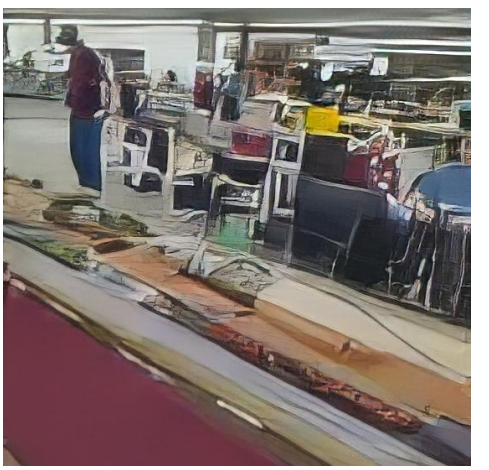
I have resigned from leading any future train shows, but I remain on the TECO board and will serve as chairman until the December elections. I will remain on the board to support the transition and any future moves the board wants to make.

Elizabeth Maline
Chairman
Train Expo Colorado

PIKES PEAK "N"GINEERS MODEL RAILROAD CLUB

By Mike Peck

Sales crew are busy at work.



Crew running trains.

Superintendent's Corner

Hi All,

We had a great time at the Rocky Mountain Train Show. I would have liked to have seen more members participate in the show, but I am grateful for the opportunity to have been a participant. We met a lot of great people at the show and had the opportunity to hand out a few applications, which I am hoping will turn into some new members for the club. I am looking forward to continuing to promote the club and this great hobby of ours.

Coming up on June 13,14 is the Sherman Hill show in Cheyenne Wyoming, I am hoping to go to this and would like to see as many club members as possible there. A deal has been set up with the Red Lion for a special rate for show participants. We are also working on some set-ups, and information will go out about those once everything is finalized. In the meantime, we are still working on the layout at the clubhouse so we can get it going for more realistic operations. The 4 main lines are working great; we are trying to get the yards operational so we can park trains and start them from there.

We are doing an exhibition at the Colorado Country Christmas Show November 13, 14, 15, 2026 and we have a 16 x 40 space and I have been told by our show coordinator Mike Peck, that he needs all the modules he can get his hands on for this show, so if you want to build your own module, now would be a great time to get started and it will be incorporated into the clubs traveling layout for this show and future shows if you would like.

I would still like to see more members at the business meetings, on the 3rd Friday of every month at Perkins on Platte and Chelton at 5:30 pm. I would also like to see more members at the clubhouse, on Saturdays. That's all for now.

Thanks Brian

Sherman Hill Show

The club has voted to attend the Sherman Hill Show June 13 & 14, 2026. I have applied for three sales tables and a 16'X40' layout space. I have asked the Estes Valley group to join us again, but they need to check their schedule to see if they can attend.

Those planning on attending and need to make reservations for a hotel the Sherman Hill Club has an agreement with the Red Lion Hotel. The phone number is 307-638-4466 and tell them you are attending the Sherman Hill Show to get the discounted rooms.

I'll be sending out more information later when I receive it.

Rocky Mountain Train Show

Mary & I arrived at the Western Stock complex around 2pm on Thursday. I was able to check in and take the trailer in and unload all the sales totes and modules and store them on our sales tables. We then headed over to the lot where we could store the trailer for the weekend. Then we went to our hotel for dinner and an early night's rest.

On Friday morning we met Brian at the Western Stock complex and waited till other vendors and layouts moved into place. We then set up our tables blocking the driving isles. Glenn showed up with his modules, so we were ready to set up the layout puzzle. We did a large "L" configuration 16' X34'. In the design we used two T-Junctions modules to make two yellow line loops, one being a DC loop and the other a DCC loop, and the red line was all DCC. Wiring the layout came next. In a short time, we were running red DCC then yellow DCC. We hooked up the DC power supply, and it didn't work so we got one of the cheap ones from the sales table and it worked fine all weekend.

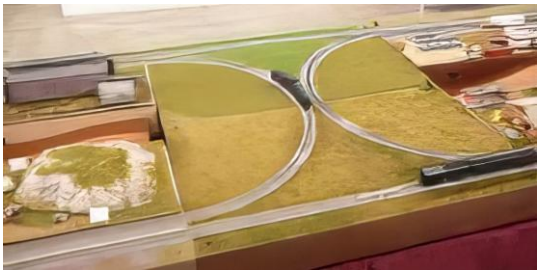
Brian, Glenn, Lee, and Dave running trains.

Dave giving me the raspberry.

On Saturday, I met Ben, Lucus, Louisa, and Landon at the front door to give them their passes and parking permit. Later that morning I met Dave and Lee and helped get Dave into the facility. I met MJ as well and gave him a pass. Then I went and did a two-hour shift at the door prize table to help. I addressed John Gardburg about the rumor of him taking over TECO. The look on his face was priceless, then he said NO! NO! NO! NO!

I did find out that the September Estes Valley show has been canceled. Estes Valley has moved the show to the third weekend in February 2027, more info to follow.

After I got back to the layout, I was able to run some trains. Rick Sutton visited the layout. Later Rick Shumpert and Ron showed up for a visit.



Here is the T-Junction loop.

Two views of the layout, and one with the club logo.

Deb and Mary are working the sales tables Brian watching his train.

As with all show set ups, we had our share of track and power issues, which we were able to take care of.

We started taking the loose building off the layout around 3:30 so we could get a good start on teardown. The crew had everything packed and ready to load into the trailer by 4:45. I headed out to get the trailer and get in line. Once inside the complex I had lots of help getting to our area to load the trailer. We loaded extra modules, chairs and other stuff into the trailer so I could haul out to the parking lot for transfer. Mary & I were on the road heading home by 5:30.

Dinosaur Resource Center Show

We have picked July 10 – 12th for this show. Friday, July 10 will be set up day, and I hope to have the schedule later. We will run trains both Saturday and Sunday – times to follow.

I hope to have some final plans by the June Railhead. Hope we don't have to share our space with another event like we did last year.

North Platte Golden Spike Show

The club has been invited to attend the Golden Spike show. This is a three-day event with set up on August 6th, then run trains August 7, 8, & 9th. The event coordinators do provide us with lunch all three days.

The membership has not voted on this show yet. To attend this show, we need at least 8 or more members to attend. The reason for so many members is to help cover for others attending some of the many events going on during all three days of this show.

April Open House

The April 25th open house was very slow. We had one customer who waited for me to show up to see about getting his Lionel train operating again, so I sent him to my Lionel guy.

Members that showed up were Steve Tesnear, John Grier, Ben Achien with Lucus, Louisa, and Landon. I got there about noon, but Mary wasn't feeling well so she stayed in the car. Steve and I transferred his modules from the van to his truck. Steve showed me the new rack design, which can hold three or four modules with adjustable middle shelves. You can order this rack directly from Steve. Steve then gave me the last two 24" blank modules the club is selling.

While we were doing all this shuffling of items, we heard a train whistle, so we headed to the viewing area behind the club. We were greeted by three BNSF locos and a very long mixed freight.

Three BNSF locos

Tank cars behind the locos

Today's trains usually have a buffer car between the locos and tank cars; I was a little surprised by seeing the tank cars behind the locos as seen in the right photo. Once the cars got to our location, I noticed that the tank cars had no placards. Which usually means that the tank cars were clean and empty, allowing them to be placed behind the locos.

A view of cars going by.

Some graffiti cars

Someone has some printing skills!

The ROCK is still around!

“N”gineers Editor’s Notes

A third of the year is over and the club is busy and growing. I’m looking for articles on module projects and layout projects some of the members are working on.

We have a new mural to add to our collection that Chris Dueker found in Franktown.

This could be a rendition of a D&NO, or C&S or one of the other names for this railroad over its lifetime. Chris brought up a question about the last few cars in the consist. I believe those were a couple of the new vulcanized test cars the railroad tested for sharp curves. Unfortunately, the test failed, and the prototypes were ground up into small pieces to be used in testing a new asphalt mix.

If you have some railroad stories you would like to pass on, please send them to me so I can add to the Railhead.

Items for Sale

I started this article a few years back and it really didn’t take off but I’m going to give it a try again. If members have some items they no longer need and want to sell or trade them, please send me the details along with a starting price and I’ll enter it in the Railhead. A photo of the item would be helpful.

Over the years the club has collected several types of mini tools for modeling and lots of scenery products. We have tried to sell some of these items at train shows with little success. If you are looking for some tools, let me know what you are looking for and I can go through the inventory. Some items we have are magnifiers, mini files, some screwdrivers and dental picks.

The club has lots of scenery material and tree making materials. Most of the scenery packets have been opened and not worth try to sell at a show. When I get time to make an inventory of these items, I’ll get it posted in the next Railhead.

The Lighter Rail

By Kristin Phillips

Lighter Rail

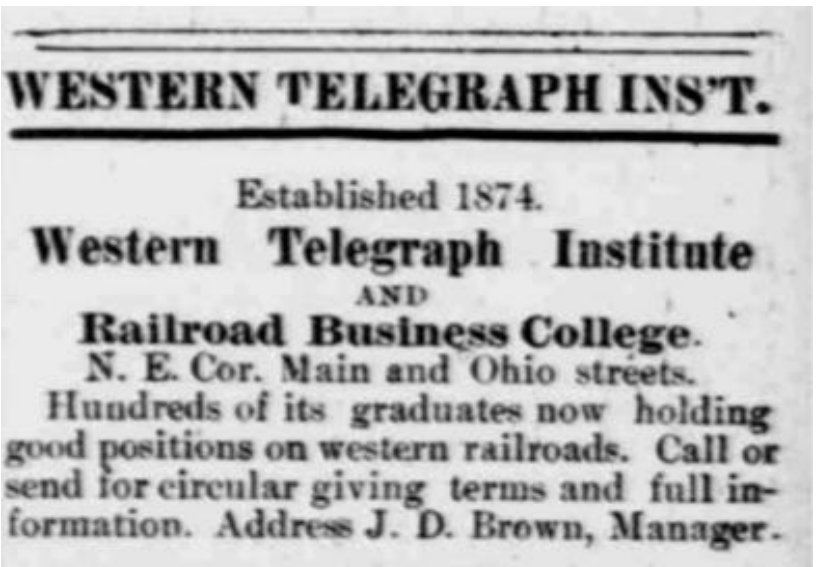
Kristin Phillips

In May we celebrate mothers, grandmothers, stepmothers, aunts, and the people who may have been like Mother’s to us. The second Sunday of the month is Mother’s Day. As I was cleaning and sorting, I found a copy of the Iron Horse News, the quarterly publication of the Colorado Railroad Museum in Golden from Fall, 2024. I had saved it for a particular reason: the cover story Hidden From History: A Century of Women in Railroading. The article intrigued me then; It still does. It went with the Museum’s exhibit on women in railroading that was mounted at that time. The exhibit told

the story of several remarkable women, highlighting often-overlooked impacts on the railroad industry.

The Museum felt that by bringing the women's narratives to light, the exhibit honored the strength, perseverance and innovation of women railroaders everywhere. Railroad history is typically told through the exploits and achievements of men. Telegraphers, laborers, and engineers became much of the backbone of the railroad industry of the male dominated industry from 1870 to 1970.

One of the earliest roles women occupied was that of telegraph operator. Telegraphy was introduced to the railroads in the early 1850's and the demand for operators quickly grew especially during the Civil War when many men were on the battlefield. While many women stepped into these rolls, they faced significant challenges. They were paid less than the men they replaced. They often were assigned duties that normally would be the responsibility of the station agent but were never given the corresponding title or salary equal to their responsibilities. It was never acknowledged that their jobs were mentally taxing with long hours in remote and isolated locations with little time off.



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Telegraph operators' jobs were often isolated; however, many women were able to keep their families nearby. The women managed to juggle their work and family duties, and they became known as "telegraph mother". Some women had their telegraph office in a spare room of their home. Mary Ellen "Estelle" Love Neff was the epitome of the "telegraph mother." The article describes her as shortly after giving birth in 1873, she returned to work in her home "station room" near Salt Lake City, Utah. Her commitment to her job and motherhood illustrates the strength and resilience of women at the time.

Another important contribution to the rail industry was that of Mexican track workers called "traqueros." They became vital to building and maintaining the tracks, especially after the Chinese Exclusion Act of 1882 increased the demand for laborers. The magazine gives the statistics that Traqueros accounted for almost two-thirds of the Southwest, Central Plains, and Midwest track workers from 1830 through 1930. The railroads encouraged them to bring their families. This created small, close-knit communities where families lived in box cars along the rail lines.

While women were generally paid half of men's wages, Nellie Quinn, mother of the actor Anthony Quinn, was a rare exception to this rule. She received equal pay. She worked trackside beside her husband, Francisco, and commented that women fought beside their husbands and found it normal to work beside them as well.

Women's opportunities continued to expand as the railroads grew, especially in leadership rolls. One of the first examples of this was Hetty Howland Green, a smart businesswoman who bought the Texas Midland Railroad in 1892 after outbidding the Southern Pacific Railroad in 1892. She lived in New York but successfully managed the railroad line with the help of her son Edward. From Wikipedia: Henrietta "Hetty" Howland Robinson Green (November 21, 1834 – July 3, 1916)[1] was an American businesswoman and financier known as "the richest woman in America" during the Gilded Age. Wikipedia adds, In United States history, the Guilded Age is the period from about the late 1870s to the late 1890s, which occurred between the Reconstruction era and the Progressive era. 1920's historians named it after Mark Twain's novel, The *Guided Age: A tale of Today.* Other women assumed leadership roles, often following the death of a male relative. After the passing of her husband in 1901, Sarah Clark Kidder became the president of the Nevada County Narrow Guage Railroad (found in Northern California). The railroad went from eighteen years of financial losses under her husband's leadership to profitability.

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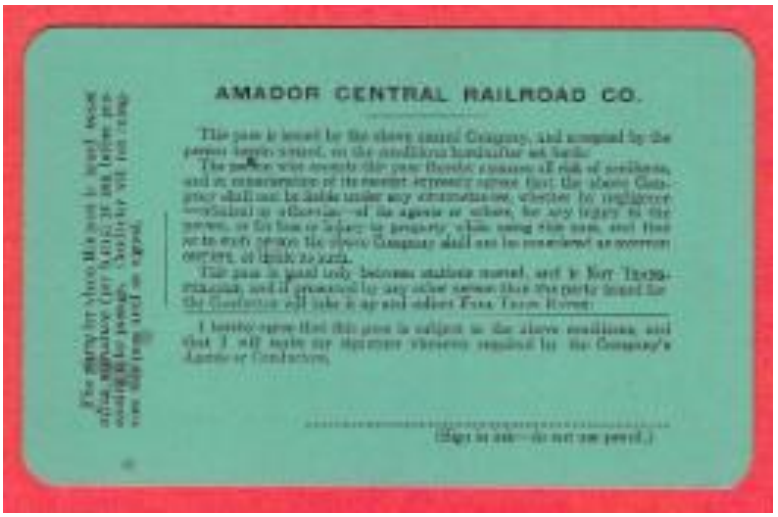
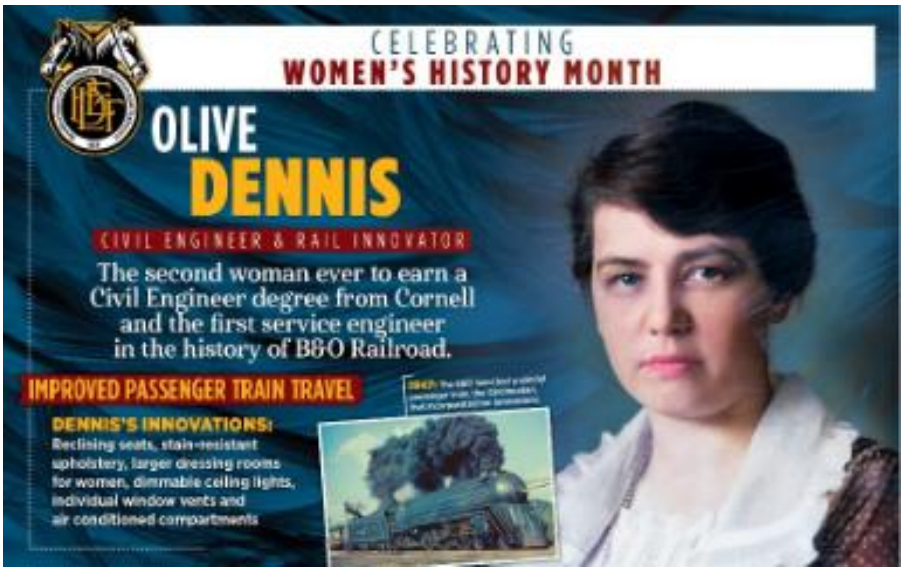
After her husband's death, Meta Julianna Erickson, inherited the California Amador Central Railroad in 1912. She oversaw the day-to-day operations and joined the superintendent for inspections while raising four children.


AMADOR CENTRAL RAILROAD CO.

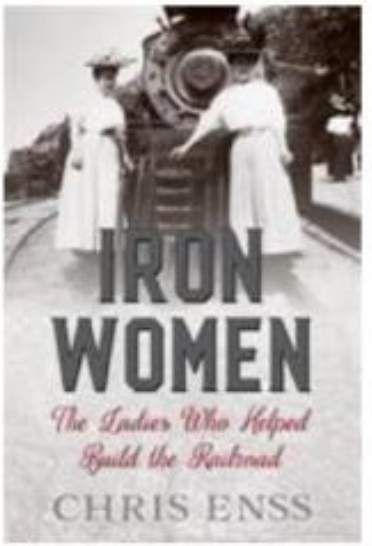
On the non-business side, female engineers and designers such as Olive Denis and Mary Engle Pennington emerged. Dennis joined the Baltimore & Ohio railroad in 1920 and became "Engineer of Service". Her innovations greatly increased passenger comfort with reclining seats and dimmable lights. The Iron Horse magazine lists her crowning achievement as the streamlined inside and outside design of the Cincinnatian, a luxury train introduced in 1947, which set a new standard for train travel elegance.



Mary Engle Pennington held a Ph. D. in Chemistry. Her research in bacteriology, particularly in milk, led to groundbreaking improvements in refrigeration of milk and other perishables.

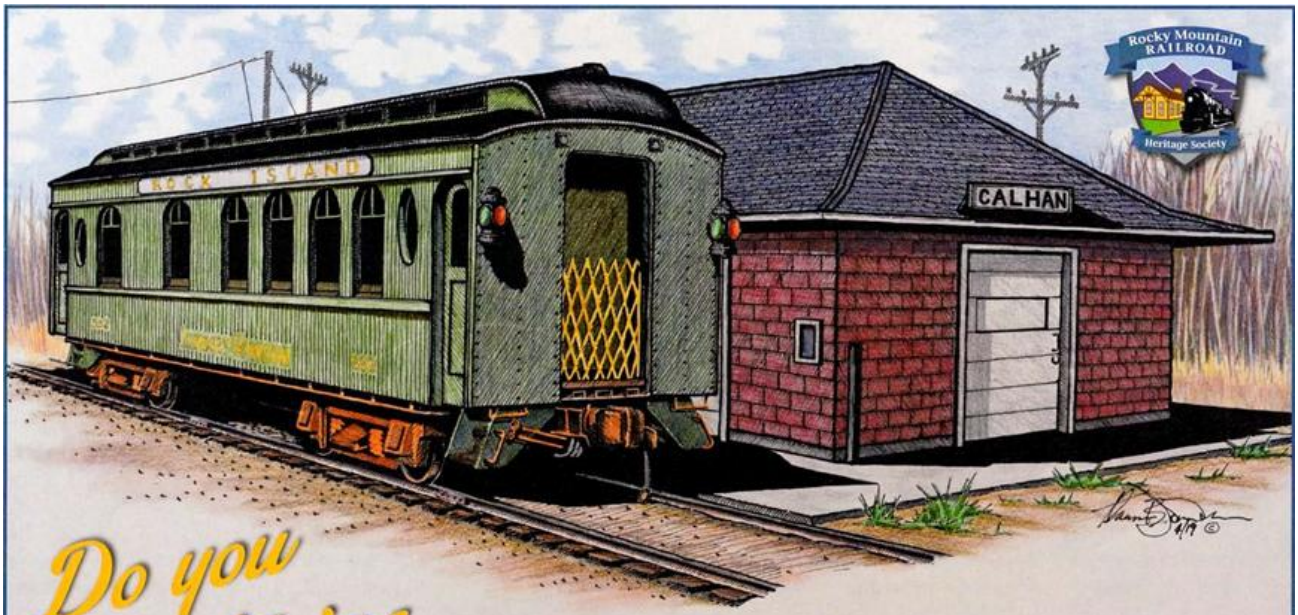
Both World Wars led to women playing pivotal roles in the railroad industry. Women in railroad jobs increased by 66%. In 1918 women worked as station agents, in mechanical shops, and along railroad rights-of-way. By the end of World War II approximately 250,000 women were employed by the railroads. Many, however, were pressured to give up their jobs to returning G. I.'s after the war. Despite the setbacks women faced, they continued breaking barriers in the rail industry. The Iron Horse article tells of Leah Rosenfeld, who in a 1968 lawsuit, finally ended job and wage discrimination. The suit involved the Southern Pacific, the state of California, and her union and ensured equal opportunities for women. A station agent and telegrapher she had been repeatedly passed over for promotion. In 1976 Edwina Justus made history as the first Black woman engineer for future generations in an industry still largely dominated by men. She paved the way for future generations of women and people of color and also showed the lasting impact of women's contributions.

The many pioneering women listed in the article were just some of the women that broke barriers in a field dominated by men and not favorable to women. They faced sexism, unequal pay, discrimination, and the constant challenge of balancing hearth and home with working in a job. Their contributions were vital to the railroad industry and to women in the American workforce. More information can be found in the New York Times bestselling author, Chris Enss', book, Iron Women, The Ladies Who helped Build the Railroad. Although not a railroad book, she also explored the history the history of the Pinkerton's National Detective Agency, and highlighted the remarkable story of Kate Warne, the Agency's first detective.



Author Chris Enss

Iron Women: The Ladies Who Helped Build the Railroad



Rocky Mountain RAILROAD Heritage Society

Do you like trains and enjoy history?

THEN WE ARE LOOKING FOR YOU!!!

We are recruiting volunteers to help us build a Railroad Heritage Center in Calhan, CO honoring those who operated the Chicago, Rock Island & Pacific Railroad in El Paso and Elbert Counties from 1887-1968.

GET INVOLVED • HAVE FUN • LEARN HISTORY • MEET NEW PEOPLE!

Volunteers wanted regardless of age or skillset. Painters, Electricians, Plumbers, Woodworkers, Writers, Photographers, Researchers etc. Anyone & Everyone is welcome!

IF INTERESTED, PLEASE CALL 303.961.5929 OR EMAIL denverzephyr64@yahoo.com

Artwork By Thomas B. Jordan