



The

# *Milepost*

**Volume 45, Number 1 – January 2025**

**The official newsletter of the Pikes Peak Division**

**Rocky Mountain Region – National Model Railroad Association.**



**NEXT MEETING:**

**Friday, January 10<sup>th</sup>, 2025, 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 10<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Show & Tell Program: The Royal Gorge by Postcard

### February 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Travelogue

### March 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: East Broad Top

### April 11<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Virginia & Truckee, Ore Movement

### May 9<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Bldg Program: Colorado's Biggest Rail Preservation Tragedy

### June 13<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Layout Update

### July 11<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Tourist Train Tour

### August 8<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Colorado Live Steamers

### September 12<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Proto Program: The McKeen Motor Car

### October 10<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photo Model Program: More Microcontrollers

### November 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Loco Steam/Diesel Program: Vintage HO, Athearn

### December 12<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting.

Program: Christmas Party!



*The Milepost*, Volume 45, Number 1, January 2025, 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](mailto:dave@bristow-family.org). Thank you.

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[ Open ]

## Next Meeting on Friday, January 10

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.

Be sure to check out the Rocky Mountain NMRA Callboard:

<https://www.rmr-nmra.org/callboard.htm>

### 2025 Schedule

- January Mel McFarland – The Royal Gorge by Postcard
- February Phillips/Costa - Travelogue
- March Jack Sousa – East Broad Top
- April Mike Maline – Virginia & Truckee, Ore Movement
- May Ryan Kricker – Colorado’s Biggest Rail Preservation Tragedy
- June Charles Marchbanks – Layout Update
- July David Solly – Tourist Train Tour
- August Chris Thistlewaite – Colorado Live Steamers
- September Elizabeth Maline – The McKeen Motor Car
- October David Bristow – More Microcontrollers
- November Ken Rambo – Vintage HO, Athearn
- December Christmas Party!

### Editor’s Thoughts



As we steam into the new year, we extend a warm welcome to all model railroaders, both seasoned and new. Whether you're a seasoned engineer or just starting your journey, 2025 promises to be a thrilling year for the hobby.

For those who have been with us for a while, you know that model railroading is more than just a hobby; it's a passion that connects us to history, technology, and the boundless realm of imagination. It's a world where we can craft intricate landscapes, operate potent locomotives, and bring to life the stories of the railways that have shaped our world.

And for those just discovering the magic of model railroading, we invite you to join our community. It's a world filled with friendly faces, shared enthusiasm, and endless possibilities. Whether you're drawn to the HO scale's intricate details, the G scale's grandeur, or the charm of narrow-gauge lines, there's a place for you in the world of model railroading.

As we embark on this new year, let's celebrate the spirit of exploration, creativity, and camaraderie that defines our hobby. Let's build upon the legacy of those who came before us and inspire the next generation of model railroaders.

So, whether you're adding to your layout, planning a new project, or simply enjoying the sights and sounds of your miniature railway, we wish you a happy and prosperous 2025. All aboard!

David

## [Keepin' it on the Tracks](#)

**By Mark Fuerstenberger**

**TECO Show - February 22 & 23, 2025**

Be sure to attend the upcoming TECO train show; volunteers are always appreciated. TECO Model Train Show (\$11) – Colorado Springs Event Center, Colorado Springs, CO Saturday 9-5, Sunday 10-3

### **2025 Rocky Mountain Region Convention – May 15th thru 18th, Durango, CO**

This year's convention features excursions on the Galloping Goose and the Durango & Silverton Narrow Gauge Railroad, tours of the D&SNGRR yard and the SoundTraxx facility, and local layout visits and clinics. Because of limited excursion seating, early registration is highly encouraged. The website below will take you directly to the registration form.

<https://geoffreykarter.regfox.com/rocky-mountain-region-nmra-2025-convention>

### **Rocky Mountain Region Website**

Occasionally check the Rocky Mountain Region website for the latest events and happenings and the current Callboard. <https://www.rmr-nmra.org/>

**Mark your calendars – 90th NMRA National Convention – July 14<sup>th</sup> thru 19<sup>th</sup>, Novi, MI**  
STATION No. VI - the 90th NMRA National Convention, set to occur on July 14-19, 2025, in Novi, Michigan, USA. For more details, visit the [website](#) to register.

## [Rocky Mountain Region Annual Convention](#)

**May 15th thru 18th, 2025 - Durango Colorado**

Join us as we enjoy four fun-filled, action-packed days hobnobbing with fellow model railroaders from around the Region.

Here are some of the activities the Convention Committee is working on:

- Possible excursion on the Rio Grande Southern Galloping Goose out of Durango (Extra Fare).
- Thursday excursion on the Durango & Silverton Narrow Gauge Railroad via Coach/Parlor Car on the Durango to Silverton run (Extra Fare).
- Friday tour of the Soundtraxx manufacturing facility and clinic.

- Friday and Saturday Yard Tours at Noon (Extra Fare).
- Model Contest.
- Door prizes.
- Sunday Awards Ceremony.
- Numerous clinics to help you hone your model railroading skills.
- Many opportunities to socialize.
- Convention Hotel: Durango Doubletree (possible discounts after Jan 1st.).
- Campground discounts may be available after Jan 1st.
- Dining on your own in historic Durango.
- Lots to see and do on your way to and from Durango.

Prices for the above are yet to be negotiated and set, and the scheduling mentioned above is subject to change.

Plan now with your boss, family, etc., to save the dates and budget so that you can take advantage of this fabulous opportunity.

Early registration is available via online enrollment or mail. Future discounts will be refundable by registration. Updates for the Galloping Goose will be announced as soon as possible.

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## Drawing Prizes Preview

**By Tony Pawlicki**

“Teaser” preview of some prizes available at the drawing during intermission at the January 2025 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free. You are encouraged to bring/donate surprise items! The more the merrier! (Wade’s, Mr. Lugg’s, and Alan Hutchins’s donations won’t last forever, folks – in fact, Mr. Lugg’s donations were exhausted with the February 2023 drawing.)**

(SOME OF) The January 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 will look familiar – most were planned for the canceled November 2024 meeting. Just the N-scale boxcar is a new entry.)

SP 611275. N scale 86-foot 8-door auto parts boxcar. MINITRIX model, new in box. Room for some tiny decal and paintwork:

- NO end numbers.
- NO modern markings (no ACI plate, Consolidated Stencils, or U1 wheel stickers).
- NO white end markings for excess height car.
- Roof walk.
- Truck-mounted couplers.
- Four plug doors per side.

The closest prototype photo, from [www.rr-fallenflags.org](http://www.rr-fallenflags.org), is of SP 615227 in August of 1994, which has the identical paint scheme (except it has the white excess height markings on the ends and a Consolidated Stencil). This and other photos with the same paint scheme have a variety of ACI plate locations or no remaining visible ACI plate at all. This paint scheme remained in service as late as 2008.



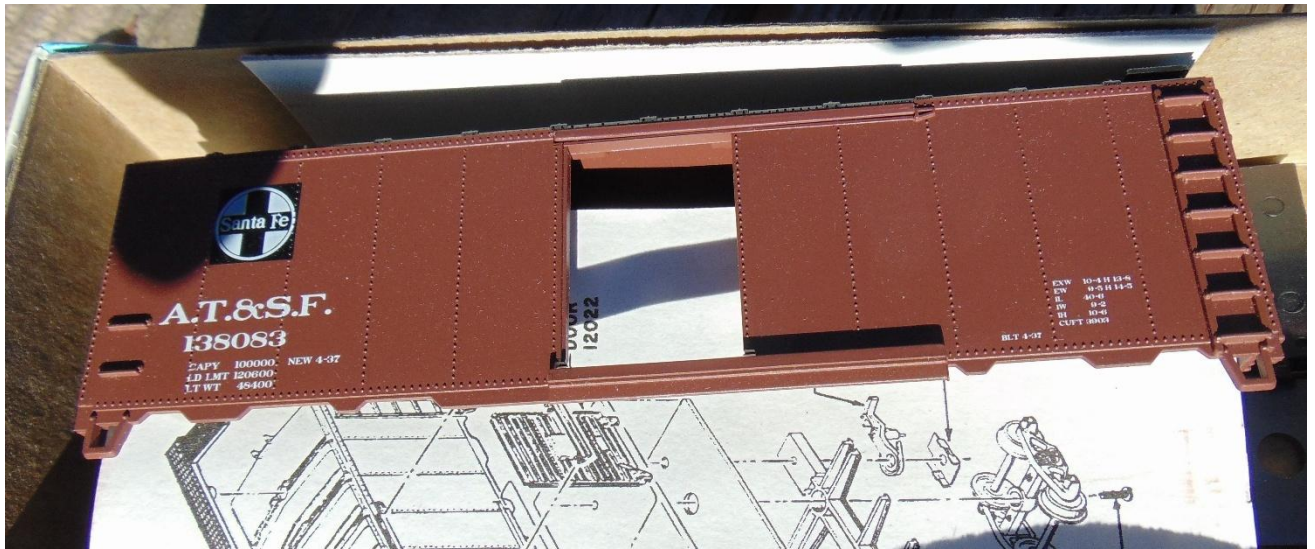
DRGW 01015. HO scale 35-foot steel caboose kit. The Roundhouse (Model Die Casting) model is new in the box but lacks trucks and wheelsets.

- Dummy couplers.
- NO modern markings (no ACI plate, Consolidated Stencils, or U1 wheel stickers).



ATSF 138083. Athearn kit for HO scale model of a 40-foot boxcar with 6-foot single sliding door. Medium-sized ATSF herald, otherwise very plain.

- In original packaging.
- NO modern markings (no ACI plate, Consolidated Stencils, or U1 wheel stickers).



KCS 20888. HO scale Life-Like 50-foot steel offset double sliding door automobile boxcar. NEW 11-41. Gift of Tony Pawlicki. (If this looks familiar, I won it at the October drawing, but sadly, though it's an acceptable model, it doesn't fit my post-1978 layout era. Here's hoping it finds a more appropriate home.)

- New-in-box (list price \$30.00).
- Metal wheelsets.
- Knuckle couplers.
- Southern Belle Herald.
- NO modern markings (no ACI plate, Consolidated Stencils, or U1 wheel stickers).





## TECO Tidbits

The TECO Winter Model Train Show is shaping up to be another fantastic show. We are soliciting vendor table and layout registrations. The train show will be at the Colorado Springs Event Center on February 22 and 23, 2025. Please spread the word to help keep model railroad shows alive and support model railroading in the community.

Board elections for TECO took place at the December board meeting. We are a 100% NMRA club looking to add members to the TECO team. The goal is to have a wide range of local club representatives.

- Chairman – Elizabeth Maline (Show chair, promoter)
- Vice Chairman – Amber Fuerstenberger (Vendor Coordinator)
- Treasurer – Joe Costa (and website updater)
- Secretary – Mike Maline
- Member-at-Large – John Emmot (Layout Coordinator)

### Advisory Positions (non-elected)

- Assistant Vendor Coordinator – Mike Peck
- Historian – Mel McFarland
- BSA, Operation Lifesaver – Kristin Philips
- Youth In Model Railroading – Gerry Drewes
- Club representatives – Jack Sousa
- Traffic Control – Jon and Kim Wickham (PMRA)
- Door Manager – Chris Dueker

The TECO Show is entering a transition period as our current venue is far too expensive for TECO to remain there. As board chair, I am investigating venue and schedule options. As I write this, we do not have a new location or 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. As the saying goes, many hands make light work.

TECO remains open to new members taking a position and committing to it. My solicitation for volunteers is to secure a new Chairman and implement a succession plan for TECO's future. Fresh faces, ideas, and points of view keep TECO evolving.

Elizabeth Maline  
Chairman  
Train Expo Colorado

## January Wavy Rails

By Joe Costa

### Colorado Springs Yard Frankenstein Connection

The connection to the expansion is the two turnouts shown below. Peco is out, and I'm all Bachmann. The two turnouts replaced the planned three-way Peco switch, and the jog on the curve was eliminated.





The third curve on the left was originally a yard track. It now connects the expansion.

### New Crossover by Colorado Springs Station



Since I have been on a remodeling binge, I decided to take two extra turnouts and create a crossover near Garden of the Gods in Colorado Springs. Standard integrated crossovers are 4 1/2" wide. My homemade one was 6 1/4" wide. I used a couple of Bachmann's break-off ballast wedge tracks. Had I been braver, I could have carved up a single. But then I would have had to move the parallel tracks.

## Just Say No!

I snuck into Goodwill the Next Day and rescued it a week later.



They moved it, but I tracked it down, took it home, and painted it. It did not have a courtyard like the previous box (which would be easy to replicate). I will probably add a little garden courtyard. It will need a church tower, a door, and a floor.

## Tower Candidate

This is the bell tower kit I have ordered (bell not included):



This tower is shorter than the other and will not need any trimming. I will add a light, and spray paint will hide the seams.

### Side and Top View Dice Tower SVG (Laser Digital File)

Though designed for gamers, this kit has architectural potential.



For example, raising the low walls would be easy, as would adding doors, windows, and roofs.

### Business Card Holder or Wine Box Downloadable Laser Files



The business card slides could be eliminated.

# Gramps Train Cars

By Mark Fuerstenberger

Most of you have seen or heard about the parade train my grandfather built for the Franktown Chamber of Commerce years ago. It is named "Chuggy" and has been in countless parades for 40 years. It was initially built to showcase the Franktown Chamber of Commerce in parades around the area and was also used at the yearly Franktown Fall Festival till around 1994. Then, in 1999, my family and I revived the train by re-painting it and using it in a parade in Fort Collins. During that parade, we faced one of the same issues that we had always had: having enough air pressure to operate the air horns for the duration of the parade.

Well, in the fall of 2001, my grandparents held an auction at their home in Franktown and sold off most of their assets. I remember walking around that day as items were being bid on, and I saw a large tank that I wanted to keep. So, I pulled it aside and set it out of the way so it wouldn't be sold.

Fast forward to 2019, and Amber and I decided to use the train again in the St. Patrick's Day parade to showcase the Pikes Peak Division & TECO. We worked on the train to prepare for it by repainting cars and making necessary repairs. I thought back to the old tank I salvaged from my grandparents' auction and started to build a tank car for the train. I had planned to hold a large volume of air for this tank car so that the train would have air horns for an entire parade route.

When we went to paint it, I wasn't sure what scheme to use, but I realized I should choose the old DRGW "Gramps" tank car scheme. It seemed only fitting, as it reminded me of my grandfather, who built the original train, and of me spending time with him as a young kid taking the train to parades.



Over the past 5 years, we have had the train in several parades and occasionally use it to give kids rides. We have also used cars in the past to haul vendor merchandise and layout modules in and out of shows. Even this past year while attending a Youth in Model Railroad Swap Meet I came across a Gramps train car in G scale. Of course I had to buy it, and this year it made its rounds around our Christmas tree.



At the next TECO show, I'm hoping to set up a G-Scale layout and get other kids excited to run trains. Even though the real cars stopped running in 1964, if you look at the show in February, you'll probably see the Gramps tank car still operating.

## Show and Tell: Anything Goes and Free Form

By Tony Pawlicki

This note outlines the rules for the Show And Tell session/contest at the JANUARY 2025 Pikes Peak Division NMRA meeting. Rules apply to the (typically) bi-monthly "**salvage and resurrection**" events. The event (sort of a second contest) was inspired by our late beloved Division Superintendent's notion in his March 2023 Milepost Conductor's Corner column.

This event was announced two months in advance (in the MILEPOST just before the weather-cancelled November 2024 meeting) to give folks enough time to prepare their entries. The salvage and resurrection topic is ANYTHING AT ALL to start the new year.

Starting with the June 2024 meeting, we now have two parts to the event:

- The **theme-specific** contest/presentation (for November, it is ANYTHING AT ALL).
- NEW FEATURE: Free form **show-and-tell**, on any topic you choose. This feature is being added by popular request -folks have suggested this to our Superintendent.

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

- Grab an old, failed project you couldn't discard yourself (or a disaster picked up at a train show or store).
- *Plan a fix* (turning it into something good, though not necessarily creating what you originally planned), then *actually fix* it.
- Bring it, display it, stand up after the regular model contest, 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 the main goals are having fun salvaging something and entertaining the rest of us with how you had fun.

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

### EXAMPLES:

- An example and the rules were provided in April 2023 Milepost.
- To remind us that the salvage and resurrection project is not a considerable effort, **here is an example where just one significant change was needed to "save" the model.**
- This is 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.

### Salvaging International Hobby Corporation (IHC) DTI 10175

IHC is (or was?) a prolific supplier of cheap HO scale model freight cars. I picked up DTI 10175 for \$3.00 (half-off the marked \$6 at the close-out of Roy's Trains in early August) without looking very closely at it, other than noting that it is a 50-foot high-side 3-bay Pullman Standard covered hopper. (I'm from Detroit and am a sucker for Henry Ford's railroad.) Upon closer inspection:

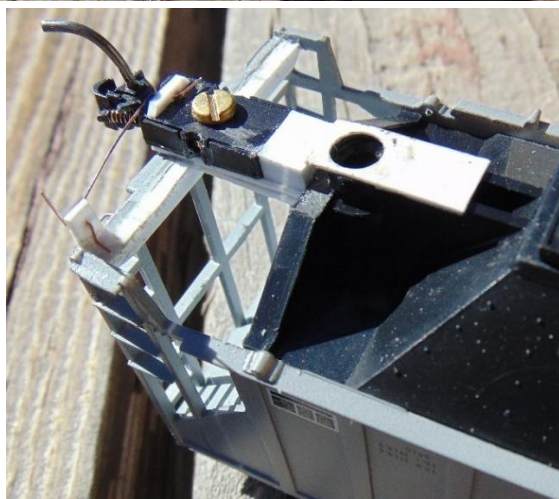
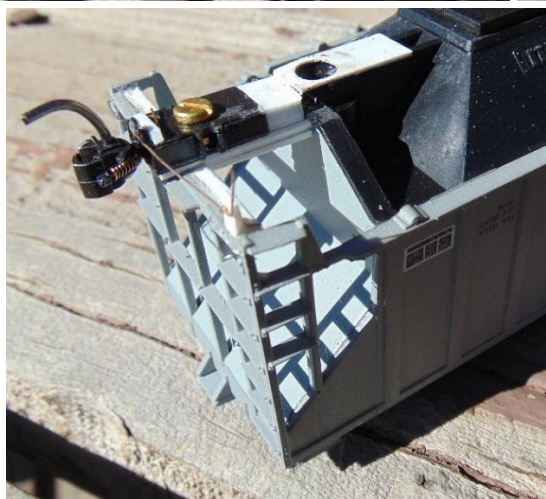
- It is rated at 90 tons, sort of an odd capacity (why not 70 or 100 tons?).
- It had *plastic wheelsets*. It is easy enough to substitute weathered Kadee 36" (100-ton) wheelsets.
- It had *truck-mounted couplers*. Well, rail nippers can remove those, leaving just the truck.
- It had *NO center sills forward of the truck bolsters*. (I did say IHC made **cheap** models, right?)
- My favorite railcar photo Websites had no photos of any such creature. Initial fear: Was this a "fantasy" model (you know the old problem, get more use out of the expensive injection molding dies by slapping on any old paint jobs)? Well, false alarm, as the Aussies say, "No fear!" - there was such a freight car! As of January 10, 1992, Official Railway Equipment Register (ORER), the Grand Truck Western still had six such cars in the DTI 10100-10199 series, wearing DTI reporting marks, though rated at 95 tons, not 90 tons.

So, **there was one major problem with salvaging**: with NO center sills forward of the truck bolsters, there was no place to install body-mounted couplers. As the photos show, I beefed up the transverse end cage bottom member with styrene strips, then used various sizes of styrene strips to construct the missing center sills. Normal Kadee coupler pockets, with the "ears" trimmed off, mounted on these new center sills, using machine screws, not counting on glue for strength.

**Minor changes** were also made, as visible in the photos:

- Cut levers and brackets were added.
- Rooftop cast-on grab irons were replaced with formed metal.
- The end cage cast-on grab irons were replaced with formed metal.
- Pulling loops (roping staples) just inboard of the truck bolsters were drilled through.

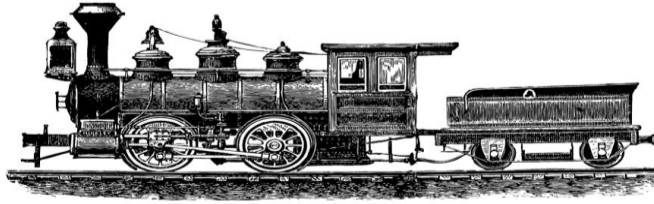
Curiously, the model is available online for \$14.99 new-in-box. This may be a collector item.



# Calendar of Future Train Show Events

## Mark your calendars!

- **February 22 & 23, 2025** TECO Model Train Show (\$11) – Colorado Springs Event Center, Colorado Springs, CO Saturday 9-5, Sunday 10-3
- **April 5 & 6, 2025**, Rocky Mountain Train Show Spring Edition, The National Western Complex, Denver, CO



## December 2024 Minutes

### Secretary, John Emmot

Superintendent Mark Fuerstenberger called the regular monthly meeting to order at 7:04 in the community room of the Sand Creek Police Station. This meeting was the annual Christmas party. There were 24 members and one guest present. Lindsey Marchbanks brought her friend Amber.

### Secretary Report

The October meeting minutes were approved and published in Milepost. The November meeting has been canceled due to the weather.

### Treasurers Report

Tony had hard copies of the treasurer's report. The statement reflected the interest payment, and it was accepted as presented.

### Announcements

Mark asked Elizabeth for an update on the TECO show in November. She said the show was not well attended, but the vendors were generally happy, and we had good layouts. The February 2025 show will probably be the last at the Colorado Springs Expo Center. We are looking for alternative formats for the show. Elizabeth announced that TECO held officer elections in December. The incumbents were all reelected except for the open TECO chairman. Elizabeth will help a new chairperson with the February 2025 show. There are plans for the TECO board to go to the Golden Corral for dinner on Saturday to recognize Roy Thompson as the founder of TECO.

Those who attended the Longmont show said it was a good show.

Mark clarified that none of the officers would ever ask anyone to assist with gift cards to pay bills. Any such requests are scams.

The 2025 NMRA convention will be in Novi, Michigan, in July.

The Pikes Peak Division held the election of 2025 officers. A unanimous ballot was passed to return all incumbents to their positions.

Elizabeth had a signup sheet for monthly programs in 2025. If you are willing to present a program next year, contact her.

### Contest

The only contest was to see who could have the best time at the party.

The meeting was adjourned at 7:23, followed by the potluck and Christmas gift exchanges.

There were 9 participants in the ladies' exchange and 17 in the railroad exchange. The second chance drawing for those participating in the monthly drawings closed in the evening.

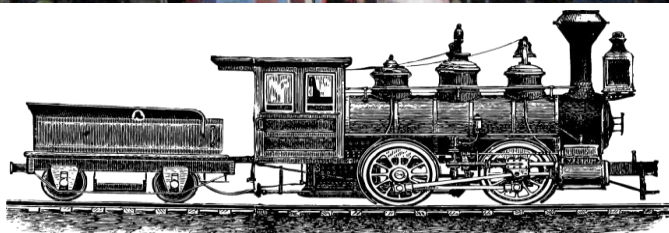












## Notes from The Siding

By John Emmot

Time flies when you're having fun. I'm not sure how it is time to do this again. Since last month, I have completed my 77th trip around the Sun. It doesn't feel a lot different. I have been old for a while. I plan to keep on as long as I am on the green side of the grass.

We have many things to look forward to in the new year. The TECO show is at the end of February. It is the end of an era and presages the beginning of a new format. We will see what comes next. The Division will continue. We could find some new ideas and means to keep things interesting. The Saturday morning breakfast is worth a try. Two, three, or more railroaders can converse well if they get together. We have many members who have solved many modeling problems along the way and may have some things still looking for a solution. It could be fun to share. The Nginers/TTrakers have fun with short setups in retirement communities and other non-railroad venues. Perhaps the Division might look for some 'mini setups' less than the full layout. Maybe running with just a Powercab and a couple of other DCC cabs. I need to dust off some laser cutter projects that have been in limbo for a while. I'm still short of a Moffat passenger car.

I got a call from a former PikeMaster member, Dave Gaunt, who went to the regular December meeting night but couldn't find us. He wanted to return to the groove and was checking on future meetings. I expect to see him at the January meeting. I also had a call from a gentleman in Monument who wants to donate a couple of boxes of model trains to a model RR organization. Perhaps we can pass them on to the YMR if I can make connections.

Interestingly, we are getting several requests from non-local module groups to attend the February TECO show. We are more popular than we thought. As many of you know, this is the last scheduled TECO show. The logistics of the current format are getting to be too much. There may be a new plan that will involve the thinking and support of the active railroad community. Some who are inactive may hear the call and find a way to help move forward.

We had a good Christmas party last month. As expected, the previous list of officers was returned to their positions for one more year. While several people didn't make the meeting, there was a good representation of the active Division members. The gifts exchanged were all nice items. A couple of them had more than one 'owner' as the evening went on. And Tony did well with Roy's closeout deals for the Christmas drawing. There were plenty of potluck goodies to share and a minimum of leftovers :>). I believe everyone had a good time.

I'm sure there are more topics, but my brain is fried. I hope to see lots of folks around the roundhouse on Friday.

## **A Whirlwind Romance Steam Turbine Locomotives**

**By David Bristow**

The steam turbine, an engineering marvel, found its way onto the rails in the early 20th century, promising a revolution in locomotive power. However, despite initial excitement and some promising prototypes, steam turbine locomotives ultimately failed to displace the more conventional steam piston engine. The rise of diesel-electric technology quickly eclipsed them.

Using a steam turbine to power a locomotive was not new. Early experiments, primarily in Europe, explored various approaches, including direct drive mechanisms and more complex systems. However, these early attempts faced significant challenges:

- Steam turbines are most efficient at high speeds. The stop-and-go nature of railroading, with frequent starts and slow maneuvers, drastically reduced their efficiency.
- Early turbines struggled to reverse direction effectively, a critical requirement for locomotive operation.
- The intricate machinery of turbine locomotives increased maintenance costs and required specialized expertise.

Steam turbine locomotives used two principal methods:

- Some prototypes attempted to directly connect the turbine to the driving wheels through a complex system of gears and transmissions. This proved challenging due to the turbine's higher rotational speed than the wheels' slower speed.
- The Turbo-Electric Drive was a more successful approach. The steam turbine drove a generator, producing electricity powered by electric motors connected to the driving wheels. This system provided more flexibility in controlling the locomotive's speed and power and allowed easier reversing.

Despite these challenges, some notable prototypes emerged:

- The Pennsylvania Railroad's S2 was a unique and powerful locomotive. It demonstrated high speeds and impressive power output. However, it suffered from the same efficiency issues at low speeds as other turbine locomotives.<sup>1</sup>

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<sup>1</sup> <https://commons.wikimedia.org/w/index.php?curid=6813472> By Armstrong Whitworth - Armstrong Whitworth undated catalogue pre 1939, Public Domain



- The Chesapeake & Ohio Railroad's M-1 Class locomotives were designed for high-speed passenger service. They were streamlined and visually striking, but ultimately, the planned high-speed service they were intended for never materialized.<sup>2</sup>



While not commercially successful, these examples showcased the potential of steam turbine technology. They demonstrated that steam turbine locomotives could have been a viable option for certain applications with further development and refinement. However, the rapid advancement of diesel-electric technology and the inherent challenges of steam turbine locomotives ultimately prevented them from becoming the dominant railroad force.

The development of diesel-electric locomotives proved to be a game-changer. These engines offered:

- Diesel-electrics were more efficient across a wider range of speeds, a significant advantage over steam turbines.
- They were easier to maintain and operate, reducing operating costs.
- Diesel-electric locomotives offered greater power in a more compact package.

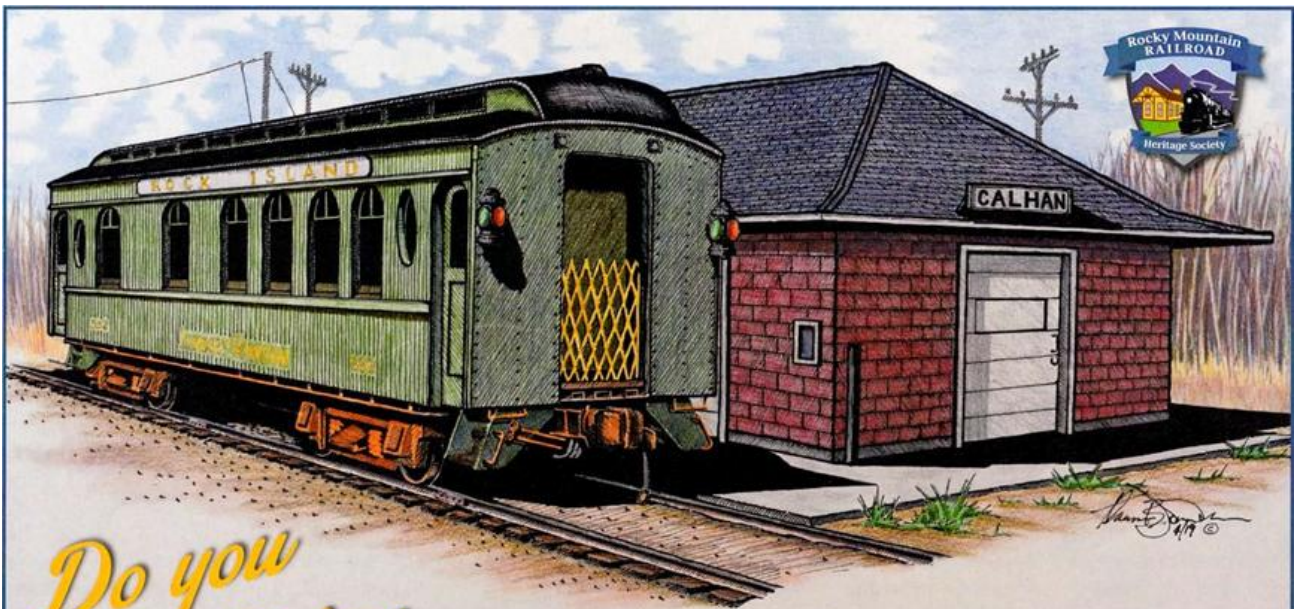
Faced with this superior technology, steam turbine locomotives struggled to compete. While a few successful prototypes were built, the inherent limitations and the rapid advancement of diesel-electric technology ultimately led to their demise.

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<sup>2</sup> <https://commons.wikimedia.org/w/index.php?curid=17017121> By The only mark on the card is EKE. - eBay itemcard frontcard back, Public Domain

Although steam turbine locomotives did not revolutionize railroading, they represent an important chapter in the history of locomotive technology. These pioneering efforts, while ultimately unsuccessful, contributed valuable knowledge and experience to the field of locomotive engineering. They serve as a reminder of the constant pursuit of innovation and the challenges of adapting new technologies to the demands of the railroad.





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