



The

# *Milepost*

**Volume 46, Number 1 — January 2026**

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

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



**NEXT MEETING:**

**Friday, January 9<sup>th</sup>, 2026, at 7:00 PM**

**The New Sand Creek Police Station 950 Academy Park Loop**

**(Northeast of the intersection of Fountain/Academy)**

**Colorado Springs, Colorado**

## Calendar of Events

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

NMRA-PPD monthly meeting

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

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

NMRA-PPD monthly meeting

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

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

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: TBD

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

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Mark Fuerstenberger

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

NMRA-PPD monthly meeting

Contest: Offline Bldg Program: TBD

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

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: TBD

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

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

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

NMRA-PPD monthly meeting

Contest: Diorama Program: TBD

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

NMRA-PPD monthly meeting

Contest: Photos Proto Program: TBD

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

NMRA-PPD monthly meeting

Contest: Photo Model Program: TBD

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

NMRA-PPD monthly meeting

Contest: Loco Steam/Diesel Program: TBD

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

NMRA-PPD monthly meeting.

Program: Christmas Party!



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

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[ Open ]

## Next Meeting on Friday, January 9

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

- January Elizabeth Maline – The History of the McKeen Motor Car and #22 of the Virginia & Truckee RR
- February Mel McFarland - Colorado Midland.... A Train Ride
- March TBD
- April Mark Fuerstenberger
- May TBD
- June TBD
- July Charles Marchbanks
- August TBD
- September TBD
- October TBD
- November TBD
- December Christmas Party!

Opportunities abound for programs in!

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

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

## Editor's Thoughts



As the horn blows for 2026, we're throwing the switch to welcome model railroaders of every vintage—from those of you with more "scenery" on your heads than your layouts to the newcomers still figuring out which end of the soldering iron not to grab. While 2025 has officially pulled into the terminus, the year ahead looks like a clear track with high green signals all the way.

For the veterans who remember when "digital" meant using your fingers to push a stalled loco, you know this hobby is a beautiful obsession. It's the only place where it's perfectly socially acceptable to spend six hours debating the correct shade of weathered boxcar red or to treat a microscopic scale figure like a member of the family. We aren't just playing with trains; we're curators of history, masters of forced perspective, and the only people who get excited about a "heavy load" that weighs three ounces.

To the rookies: welcome to the roundhouse! You've joined a community of enthusiasts who are always happy to share advice, even if you didn't ask for it. Whether you're mesmerized by the jewel-like detail of N scale, the "don't-step-on-it" sturdiness of G scale, or you're just here because you like things that go clickety-clack, you've found your people. Just remember: the correct number of locomotives to own is always  $n + 1$ , where  $n$  is the number you currently have.

## Top 10 Signs You're a Model Railroader

1. You have a "favorite" type of dirt you keep in a jar for scenery.
2. You've ever used the phrase, "It's not a toy, it's a highly precise scale replica," in a heated argument.
3. Your knees make a louder click-clack than your rolling stock when you try to get under the layout.
4. You can identify a locomotive by its whistle, but you can't remember where you put your car keys.
5. You've spent more money on miniature trees than your neighbors spent on their actual landscaping.
6. You have more "projects in progress" than the local Department of Transportation.
7. You see a piece of junk on the sidewalk and think, "That would make a great 1:48 scale dumpster."
8. You have a "scenery-free" zone on your layout that has been "arid desert" for fifteen years.
9. Your social life revolves around people who also have "the basement tan."
10. You know that "on time" is a suggestion, but "prototypical accuracy" is a way of life.

## The 2026 Model Railroader's Resolutions

*(To be looked at once and promptly ignored by February)*

- **I will finally finish the scenery** on that one corner that has been "under construction" since the late 90s.
- **I will stop buying new rolling stock** until I've actually unboxed the "essential" purchases from three years ago.
- **I will organize my workbench** so that I can actually see the surface, rather than just a tectonic plate of brass screws and old glue caps.
- **I will explain to my family** that the basement isn't "cluttered"—it's a carefully preserved ecosystem.
- **I will not short-circuit the entire layout** by leaving a pair of pliers across the tracks. (Well, I'll try).

As we steam into 2026, let's honor the traditions of the great basement empires of the past while trying our best not to blow a decoder on New Year's Day. Let's keep building, keep dreaming, and keep explaining to our spouses that yes, we really did need that specific 1940s-era coal tower because it was on sale.

Whether you're finally ballasting that last stretch of track or just enjoying the smell of ozone in the morning, we wish you a happy and prosperous 2026.

**Watch the gap, and all aboard!**

David



# **Keepin' it on the Tracks**

**By: Mark Fuerstenberger**

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

The TECO train show, will be held at the Norris Penrose Event Center, Feb. 28th – Mar. 1st.

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

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

## **Rocky Mountain Train Show**

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

Address: 4655 N Humboldt St, Denver, CO 80216

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

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

## **2026 Rocky Mountain Region Annual Convention – May 13<sup>th</sup> – 16<sup>th</sup> - 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:

- Early bird registration rates (until midnight on December 31st 2025)
- Reduced hotel rates until midnight December 31st 2025
- Seats on the 1880 Train from Hill City to Keystone (limited to 62)
- Entered 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](http://www.rmr-nmra.org)

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

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

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## **Rocky Mountain Region Website**

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

## **NMRA Interchange**

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

<https://www.nmra.org/members/nmra-interchange> You'll find a few simple steps to get setup.

This setup process is only required the first time, and after that it's easy to jump online and see what others are doing. The site also allows for easy conversations, just like you might do on Zoom. I encourage you to check it out.

# Drawing Prizes Preview

**By Tony Pawlicki**

"Teaser" preview of some prizes available at the drawing during intermission at the January 2026 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free - encouraged, even - to bring/donate surprise items! The more the merrier! (ALERT: We have exhausted ALL of the various donations from Wade Mountz, Alan Hutchins and Mr. Lugg; November's were the last of Andy Buco's donations as well.)**

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

**(Some Of) The 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):

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



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



# January Wavy Rails

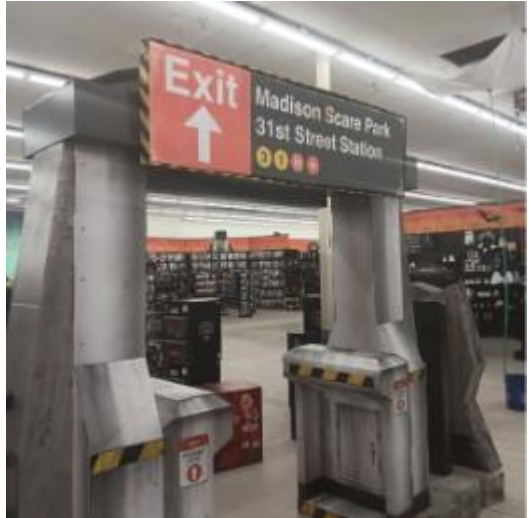
**By Joe Costa**

Spirit Halloween Store in Colorado Springs showed us the kind of public rail transit we would not want to patronize:



Neither are these the kind of people we would want to encounter:





## CSX Heritage Unit for the L&N Railroad

**By: Mark Fuerstenberger**

As many of you know, my brother Paul lives in Nashville, TN. On occasion my wife, Amber, and I are able to go out and visit Paul, as well as take in the sights and sounds around the area. On the dif-



ferent trips there, we have been able to tour Nashville's Union Station, the Tennessee Central Railway Museum, the rebuilding of Nashville, Chattanooga, & St. Louis engine #576, as well as many other railroad sights. But it was on our most recent trip in October, we found ourselves at a fun breakfast place downtown where one after another container trains pass by on their way delivering goods across the nation. As we ate, I kept jumping up to see each train as it passed by the restaurant. I think it was here that my brother Paul got his idea for my Christmas present from him.

Paul knows that I mainly have models of railroads that operated West of the Mississippi River, but since CSX operates the tracks in and around the Nashville area where he is at, he wanted to get me something from that area. Well, he did a great job and decided to incorporate the Nashville area, where he lives, as well as current equipment that we saw while driving around the area.



Shown above is the CSX's heritage unit for the L&N Railroad as modeled by Scale Trains. This was the very nice locomotive that I found under the tree this Christmas from my brother Paul. He said that it was pretty hard to come by, and of course come with the history of his part of the country.

The Louisville & Nashville Railroad (L&N) was one of the most important railroads in the American South, playing a central role in the region's economic, industrial, and transportation development from the mid-19th century through the late 20th century. It was founded in 1850, where the L&N was chartered to connect Louisville, KY with Nashville, TN. Construction of the line progressed steadily, and it was completed in 1859. However, this was just on the eve of the Civil War, and this timing placed the railroad at the heart of a divided nation. During this time, the L&N was a critical Union-controlled supply route, moving troops, food, and materiel through its border states.

After the Civil War, the L&N expanded aggressively. It pushed south into Alabama, Mississippi, Georgia, Florida, and Louisiana, and north and east into Indiana, Ohio, and Virginia. By the early 20th century, the railroad controlled more than 6,000 miles of track, linking the Midwest to the Gulf Coast and the Atlantic seaboard. This network allowed the L&N to serve a diverse mix of traffic, including coal, iron ore, timber, cotton, agricultural products, and manufactured goods.

Along with freight traffic, passenger service was another mainstay of the L&N. The railroad operated numerous well-known trains, including the Pan-American, Humming Bird, and Dixie Flyer, connecting cities such as Cincinnati, Louisville, Nashville, Atlanta, and New Orleans. The L&N also played a key role in Florida tourism, hauling millions of passengers to resorts and beaches in Miami, Tampa, and St. Petersburg.

Through the 1960s and 1970s, declining passenger traffic, increased highway competition, and industry consolidation reshaped American railroading. The L&N became part of a growing corporate family controlled by Seaboard Coast Line Industries. In 1982, the Louisville & Nashville Railroad

formally lost its independent identity when it was merged into the Seaboard System Railroad, which later became part of today's CSX Transportation.



Above: Retired L&N caboose #6475 in Thompson Station, TN.

Although the L&N name is gone, it has been preserved through its many former main lines, preserved locomotives, depots, and passenger cars that once operated its tracks. And now I am proud to have the heritage unit representing it's past.

## Show and Tell: What I Got For Christmas

**By Tony Pawlicki**

This note lays out rules for the Show And Tell session/contest at the January 2026 Pikes Peak Division NMRA meeting. Free-form show-and-tell really has no rules, just do a little presentation. The topic is **WHAT I GOT FOR CHRISTMAS**.

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



## December 2025 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 22 members present and no visitors

## **Secretary Report**

The minutes of the November meeting were accepted as published.

## **Treasurers Report**

Tony had hard copies of the treasurer report. The statement reflected the interest payment, drawing receipts and payment for the donated locomotive. The statement also reflected an unauthorized expenditure of \$300 for extra presents with Roy Thompson. Motion was made and passed to cover the expenditure from the treasury. The statement was accepted as modified. It was discussed and motion passed that any gifts left after the first pass through drawing tickets be retained and distributed through the monthly drawings.

## **Announcements**

Mark noted that TECO has scheduled a show for February 28-March 1, 2026.

Elizabeth added that TECO is planning a show at the Norris Penrose Event Center. More details will be announced as they become available. Volunteers are needed for a variety of jobs, from ticket sellers to Seek and Find managers. Presenters for informative talks and clinics are also needed. Please tell Elizabeth how you would like to help.

Elizabeth also asked for members to volunteer to do a program for a monthly meeting based their knowledge or expertise. Several members voiced their intent to provide a program.

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

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

Tony announced that he had secured the same Police Station meeting room for 2026.

Mark asked if there were any nominations for officers from the floor. There being none, motion was made and passed to cast a unanimous ballot for the incumbent slate.

Members were reminded that they can register for the 2026 Region Convention on the RMR website.

The April TCA show in Denver in April was also mentioned.

Show and Tell topic for January will be: "What I got for Christmas"

The meeting was adjourned at 7:16.

The pot luck and various gift exchanges followed. Several good items were present for supper as well as cakes and candy to complete a fine repast. It was followed by the traditional gift events. There were 37 names of folks who had participated in the monthly drawings. Many of whom were not present. There were several Pikes Peak Division gifts left to start next year's door prizes. There were 6 gifts in the 'ladies' exchange with a couple making multiple stops before it was over. The railroad exchange started with 15 gifts. There was no coal represented in them. Several good items were presented with a couple of real gems. Overall, a good time was had by all. We missed those who were not able to attend and look forward to seeing them in the future.











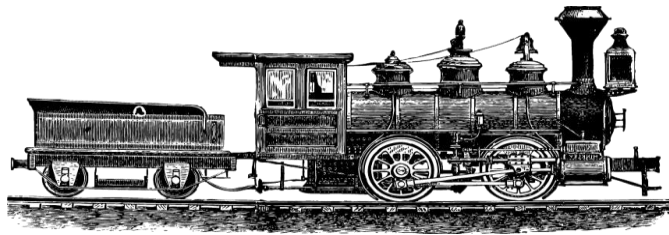












## Notes from the Siding

**By John Emmot**

Well, I don't know if this will make the cut or not. My mind is gone and I totally spaced this little item.

December was our annual Christmas Party for the Division. Our little group of die hard railroads numbered about 22 this year, I can remember when we had 60 folks for them. Our numbers are diminishing. Those who were there did have a good evening to share. There was plenty of good food and seasonal goodies. Tony had plenty of drawing gifts beyond the actual numbers. It was decided to carry over the excess for the monthly drawings. That should go for awhile. The member exchange was all good items. There was some trading after the fact to align interests and eras. Its good to see some new faces at the monthly meetings. I hope we can have more 'find' us. I am amazed at the number of independent folks in the community that don't know about us or don't wish to share their hobby.

I'll stop for this time. I hope I can gather my thoughts for next month. Old railroaders never die, they just lose track. Hope to see a lot of you 'round the roundhouse.



## TECO Tidbits

In November, TECO accepted nominations for board positions. The board received a self-nomination from Glenn Hobbs for the Treasurer position. This meant that Joe Costa, who has been

our Treasurer (since as long as I can remember), could take the off-ramp from his responsibilities. At the December meeting, Joe gladly stepped aside, and the board voted to accept Glenn Hobbs as our new Treasurer. Joe remains on the board in the non-elected Webmaster position.

In other board news, a little over a year ago, I announced my intention to resign as Chairman of the TECO show. To date, no one has stepped up to learn or assume the position. In the meantime, we had a successful train show in February 2025, and we got 501 (c)(3) nonprofit status. We moved the train show to a new venue (the Norris Penrose Event Center) that values our mission to promote the model railroading hobby. I remain firm in my decision to step down as Chairman, and this will be my last TECO show, as it is time for me to pursue other endeavors.

So, speaking of the model train show, the TECO Model Train Show is shaping up to be another fantastic event. Mark your calendars! The next train show will be at the Norris Penrose Event Center on February 28 & March 1, 2026. Amber Fuerstenberger has been in contact with the vendors, many of whom are taking advantage of early-bird pricing and are reserving their tables before the January 15 deadline. If you want to be a vendor, TECO still has room for you; please get in touch with Amber Fuerstenberger for more information or visit the TECO website to download the vendor registration form.

We are still looking for clinicians to offer how-to clinics for beginner to advanced modelers. Thus far, Debbie Hobbs has volunteered to provide the Woodland Scenics Landscape clinic. Do you have a hidden talent related to model railroading that you can share with other modelers? Please let us know, we would love to include you at the show.

At the model train show, we have two historical presentations offered by:

- Mel McFarland – Railroads of the Pikes Peak Region
- Mike Peck – Colorado Springs & Cripple Creek District Railway - The Short Line

The model train show runs on volunteers; we have a multitude of opportunities to help, and as a volunteer, you can come into the show for free. What do we need help with? We need volunteers at the Seek & Find table to hand out and collect the scavenger hunt information sheets; volunteers working at the admission table as cashiers; and volunteers to assist with the switch puzzles. Please consider working a two-hour shift, offering a clinic, or historical presentation. Let me know how you can help.

Please spread the word about the TECO Model Train Show. By sharing the information on the TECO show, you help keep model railroad shows alive and support model railroading in the community. If you are on social media, please like us on Facebook and share the show information.

Elizabeth Maline  
Chairman  
Train Expo Colorado

# MODEL TRAIN SHOW



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

**NORRIS PENROSE EVENT CENTER**

1045 Lower Gold Camp Rd.  
Colorado Springs, CO 80905



**\$ 10 per person**

**\$ 5 Youth 13-18**

**Children 12 & Under FREE!**

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





## PIKES PEAK “N”GINEERS MODEL RAILROAD CLUB

By Mike Peck



December 27<sup>th</sup> Open House in the Clubroom, photo by Ben

### **Superintendent's Corner**

Hi All

Just a Little Introduction. My name is Brian Hunter, and I am the Club Superintendent for 2026. I have been collecting Trains since the Mid 80's. I only recently have been able to learn and participate in this great hobby of ours more. I was very briefly a club member back in 1994, when the club was located at Shops of the Bluffs. I was an OTR truck driver which doesn't leave a lot of time for hobbies, my doctors retired me from trucking due to COPD and having to use oxygen. I have so much more time now for hobbies, just have to watch the budget, lol.

One of my goals as superintendent is to grow the club membership, and get younger members and families involved. I believe it's the best way to keep Model Railroading and PPNG growing. I am looking forward to working with and learning from each of you. I hope to see all of you at the clubhouse or around the shows.

Let's have a great year.

Thanks, Brian

## Lion's Club Giveaway

On December 20th the club participated in the Lion's Club Christmas giveaway at the County Fairgrounds in Calhan. Mary Chris & I arrived with the trailer at about 10am to unload and set up. Brian met us there and helped me backup to the door. Once unloaded Brian closed the door as the wind was very cold. Once we found someone who knew where we were supposed to set up. Glenn and Deb showed up with their 4 modules and Joe and Kristin with Kristin's module. We got busy setting up a large "U" shape layout and were running trains by 11:45 am.<sup>4</sup>

The first two hours were busy, could it have been because Santa was right behind us? We had lots of viewers of the layout. We answered as many questions as we could. We were provided a lunch of pulled pork sandwiches, homemade baked beans, chips, and drinks.



Two group shots with Kristin, Mary, Chris, Santa, Ethen, and Brian at the Lion's giveaway.



Lion's club member, Deb, and viewer.

Lunch – pulled pork and homemade baked beans

We ran trains until the Lion's Club started putting things away at 2:45 pm so we followed suit. Once all the modules were packed away and moved to the garage door, I went and got the trailer, backed up to the door and we loaded the trailer and were on the road by 3: 35 pm. This was a good one-day show.

## December 27, 2025 Open House

We had a really good turnout of club members. At least 15 visitors some were friends of Ron.

Brian ordered sandwiches from Jimmy John's. Chris wrote a check for the sandwiches

Ben bought a whole lot of goodies to snack on, which we did. We need to thank Rachel for cookies, fudge and pretzels treats, of which we enjoyed them.

We ran trains until after two, Ron stayed behind and ran his trains with Karen there with him.

Lucas and Louisa also had a good time sampling all the goodies. It was really a good open house.



The clubroom before the visitors arrived.



Some of our guests signing in.

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

PPNG was busy in 2025, with travel to different train shows, local set ups, and clubroom activity. I want to thank all those who helped me with photos and articles for the Railhead.

Hopefully we'll have more input from the membership. Articles and photos don't have to be about trains in Colorado. Your stories and photos make for a better Railhead.

**HAPPY NEW YEAR!!!!!!**



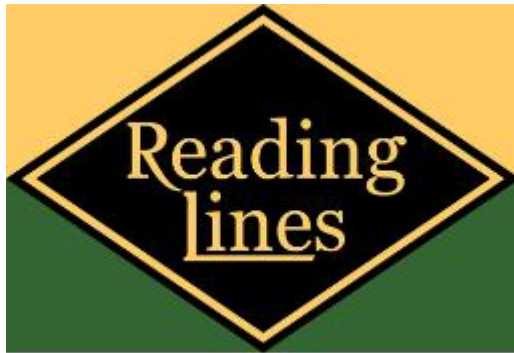
# Lighter Rail

## By Kristin Phillips

### Game Time Railroads

Winter is here. Days are short. Time to hunker down. It's time to play games. The Reading Railroad, Pennsylvania, B & O, and the Short Line. What game has them? Monopoly, of course. Everyone knows that.

Three of the four railroads were real. The Reading Railroad was a major Pennsylvania Railroad that connected the city of Reading to other parts of the state and country. It was based in Philadelphia and provided freight and passenger services in the eastern part of the state and neighboring states from 1924 until 1976 when Conrail acquired it. It was logotyped (a logo based solely on a company's name or initials) as Reading Lines and was a railroad holding company for most of its life. In later years it was a single railroad. It operated service as the Reading Railroad System and was the successor of the Philadelphia and Reading Railroad Company, founded in 1833. It was one of the most prosperous corporations in the United States until the decline in anthracite coal shipments in northeastern Pennsylvania. The Eisenhower Interstate Highway System, officially known as the National System of Interstate and Defense Highways, brought competition from the trucking industry and forced the railroad into bankruptcy in 1971. In 1976, its railroad operations were spun off and merged into Conrail.



The Pennsylvania Railroad Company, the "Pennsy", was the legal name of the Pennsylvania Railroad and was an American Class 1 Railroad. It was founded in 1846 with its headquarters in Philadelphia. At its peak in 1882, it was the largest, by traffic and volume, the largest transportation enterprise, and the largest corporation in the world. According to Wikipedia, the Pennsy's mileage, which included companies independently operated, and the amalgamation of all its tracks, including the main line, second, third and fourth sidings totaled 28,040.49 miles at the end of 1926. The railroad itself operated 11,640.66 miles.

In its lifetime the Pennsylvania Railroad acquired, merged with, or owned part of at least 800 other rail lines and companies. A footnote in Wik) and in the article on the Pennsylvania Railroad, adds "In the years after the Civil War, railroad leases were a common arrangement: a railroad contemplating an expansion, but reluctant to assume new risks or finance construction itself, would form a new railroad company or acquire a controlling interest in an existing company, lease the new railroad to itself (the "parent" railroad), and sell stock in the new corporation if necessary. The new line was frequently operated as if it was an integral part of the parent company. See John F. Meck, Jr., and John E. Masten, Railroad Leases and Reorganization: I Archived 2019-04-27 at the Wayback Machine, Yale Law Journal 49:626-659, (1940) pp. 630-31."

In the 1920s, it carried nearly three times the traffic as other railroads of comparable length, such as the Union Pacific and Atchison, Topeka, and Santa Fe railroads. Its only powerful rival was the New York Central Railroad (NYC), which carried around three-quarters of the Pennsy's ton-miles.

From the footnote: In 1968, the Pennsylvania Railroad merged with New York Central, and the railroad eventually went by the name of Penn Central Transportation Company or "Penn Central" for short. The former competitors' networks integrated poorly with each other, and the railroad filed for bankruptcy within two years. Paige, John C. (May 1989). "A Special History Study Pennsylvania Railroad Shops and Works Altoona, Pennsylvania" National Park Service Special History Study. United States National Park Service. Archived from the original on June 12, 2019. Retrieved September 7, 2019.



[4]: Chapter 1

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Bankruptcy proceedings continued and on April 1, 1976, the railroad gave up its rail assets, along with the assets of several other failing northeastern railroads, to a new railroad named Consolidated Rail Corporation, or Conrail for short. Conrail was itself purchased and split up in 1999 between the Norfolk Southern Railway and CSX Transportation, with Norfolk Southern getting 58 percent of the system, including nearly all of the remaining former Pennsylvania Railroad trackage. Amtrak received the electrified segment of the Main Line east of Harrisburg.

The Baltimore and Ohio Railroad was the first common carrier railroad in the United States, starting operations in 1830 and the first steam-operated common carrier. The railroad's construction started in 1828, and it operated as the B&O from 1830 to 1987 when it merged with the Chessie System. It is now part of the CSX System. It was started to service merchants who wanted to do business with settlers crossing the Appalachian Mountains. It had competition from turnpikes and canals including the Erie and Chesapeake and Ohio Canals. The railroad began operation from Baltimore to Ellicott's Mill, Maryland. Bak, Luca (May 24, 1830). "First passenger rail service in US (Baltimore and Ellicott's Mill, Maryland)". Today's Flashback. Retrieved May 14, 2025.

The first year had horse-drawn cars that were replaced by steam engines the following year. Over the following decades, construction continued westward. During the Civil War the railroad sustained a great deal of damage but proved crucial to the Union victory. After the war, the B&O consolidated several feeder lines in Virginia and West Virginia, and expanded westward into Ohio, Indiana, and Illinois. "CSX merger family tree | Trains Magazine". Trains. April 24, 2020. Retrieved May 14, 2025.

In 1962, the Chesapeake and Ohio Railroad gained control of the B & O, though it continued to operate separately. By 1970, the B&O operated 4,535 miles of mainline track, plus the Staten Island system and the Reading Railroad and its subsidiaries. Although it continued limited commuter service at Washington, D.C., and Pittsburgh, the B&O ended long-distance passenger service in 1971. In 1987 when the B&O was formally merged into the C&O, which was by then a subsidiary of CSX Transportation (CSX).

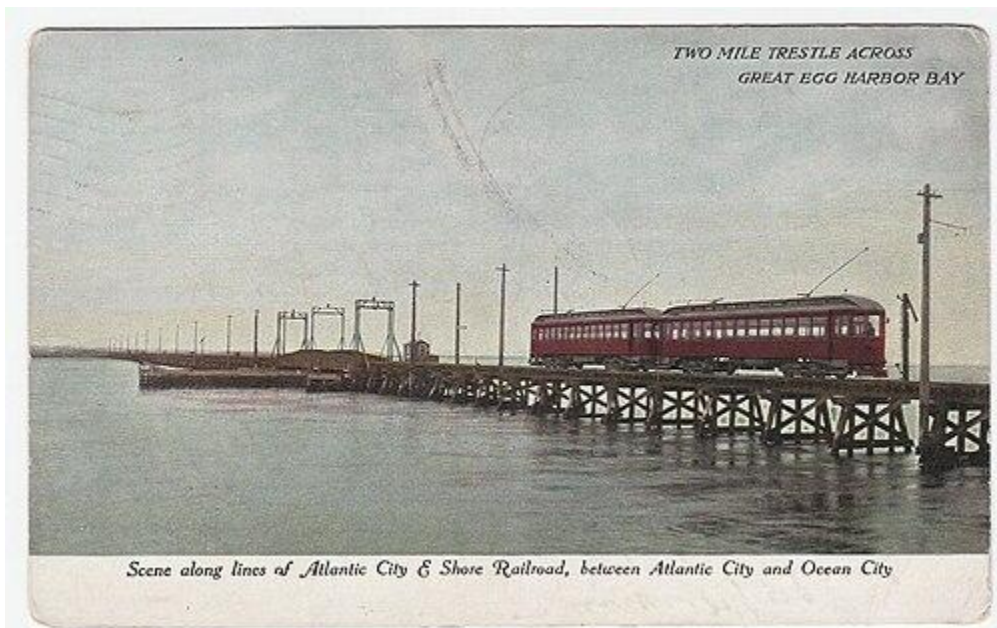


### Short Line Railroad

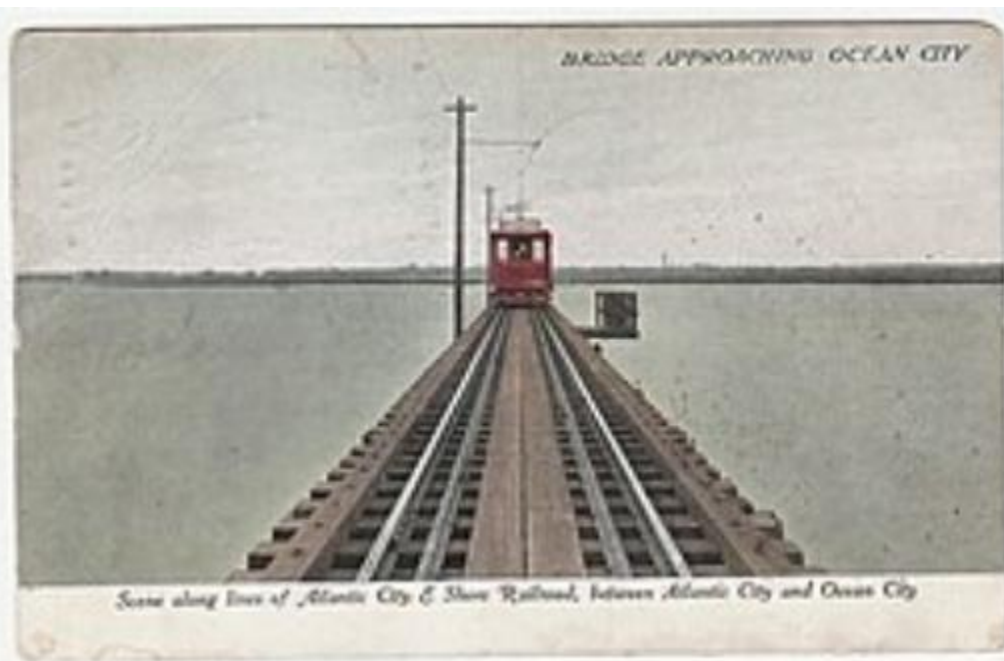
The "Short Line" in Monopoly, however, was not based on a specific historical railroad. It is fictional. The term "short line" generally refers to smaller or independent railroads that connected to larger rail lines. These short lines were common in the U.S., often serving local or regional transport needs. Some postulate that the Short Line represents the concept of such a railroad rather than any specific one.

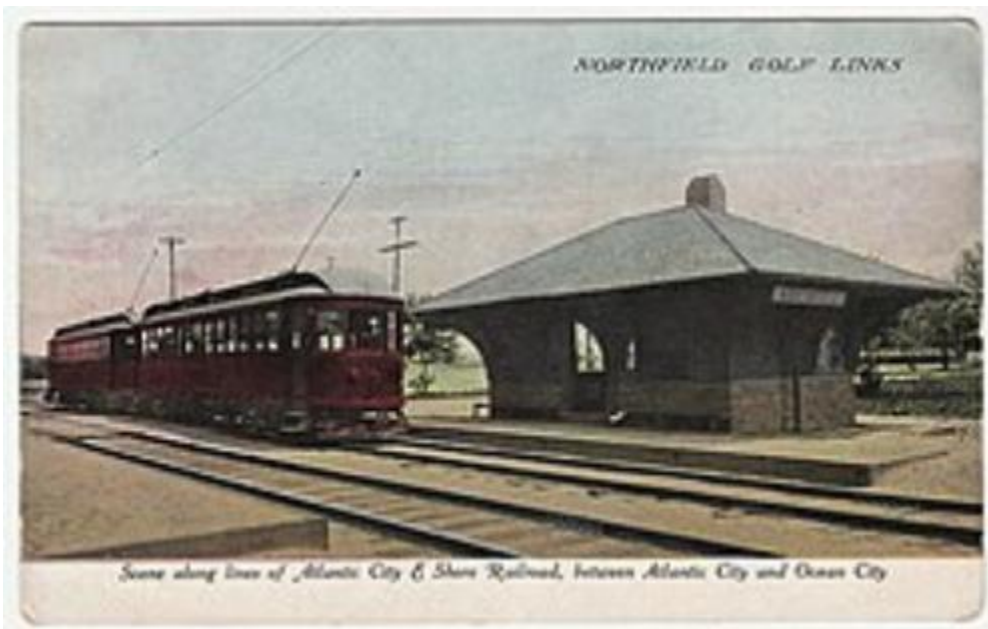
Its inclusion of the Short Line in Monopoly may have been a creative decision to balance the board with four railroads. It also added variety while maintaining the theme of transportation and economic growth central to the game.

It may also have been based on the Shore Fast Line. Wikipedia information shows that the Shore Fast Line was an electric interurban that ran from Atlantic City to Ocean City, New Jersey. The "short line" was approximately 11 miles long and operated from 1907 to 1948 when a hurricane damaged its viaduct and the decline of trolleys made the cost of viaduct replacement prohibitive. The Atlantic City and Shore Railroad company operated the rail line.









And as Paul Harvey famously said, "and now you know the rest of the story."  
By the way, there is a new version of Monopoly with an expansion pack that Joe and I got for Christmas.



## Advertisements

I have a Lionel O scale Polar Express train set #6-31960, never been used, still in the box, that I'm trying to figure out how to sell to someone who would enjoy it. These sets are \$350-\$400 on eBay, plus shipping. I'm looking for \$350 but will consider other offers. It's got all the original parts, including the smoke oil in the bottle, Santa's bell, the miniature figures, and spare light bulbs for the passenger cars. I would be happy to bring the set to a club meeting if someone is interested. I'd be able to deliver in town here, or up to Denver or down to Pueblo as well. . It was a Christmas gift for my son probably 16 or 17 years ago, but he never ran it and has no interest in it now, so he's ready to sell it. It's a shame to keep it in a closet!

Russ Maclean

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