

The

Whistle



Post

Official Newsletter of the

Neuse River Valley Model Railroad Club

1615 Old Louisburg Rd Raleigh, NC 27604

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“All Aboard”

March 2026

March is one of my favorite times of the year. Spring is in the air, the weather is much better, and life is returning to gardens. And of course, there is St. Patrick’s Day with corned beef, cabbage, and cold beer. It’s a wonderful time of year. Except of course, it is the beginning of pollen season – yellow snow all over and sneezing everywhere.

March also starts the election process at the Club. The Board has officially charged the members at large, who serve as the nominating committee, to come up with a slate of officers to be presented at the April Member meeting. Any Senior member of the Club interested in serving on the Board should make it known to the nominating committee.

This year I will not be running for President again, as our Bylaws have a 5-year term limit for the office, and I have served for the max. Allow me to tell you all that it has been an Honor and Privilege to have presided for those 5 years. We have seen a lot of progress, of which I am very proud. And, we have seen the passing of good friends and the making of new friends. I’m not going anywhere though. I will be here to be voluntold for tasks that the new Board sees fit. Thank You for the opportunity to have served.

Ok, enough of that, we have an Open House and a Spring Show coming up. If you have not yet signed up to help, please do so. Remember, we need every member to put in at least four hours helping with everything from set-up to tear down.

Enough for now - there’s a train coming...

All Aboard

John Spach, President

Mebane Train Show – March 14, 2026

Seven members and three vehicles full of HO and O gauge goodies travelled to the Mebane Train Group show early Saturday morning. Everyone ate breakfast at McDonalds before unloading and setting up for the show. Sales were brisk from 9 to 11 am, but fell off through the end of the show at 2 pm. Nonetheless, we sold a sufficient amount of stock to make the trip worthwhile financially. The most successful aspect of the trip was publicizing our Spring show to many people who were unaware of its existence.

Tom Garren, Phil Michaud, and George Sawyer volunteered their vehicles to haul people and trains to the show. Thanks to Tom Garren, Ken Howard, John Kuchnia, Phil Michaud, George Sawyer, and Bob Witwer for loading in and out and manning the sales tables. A number of other Club members attended the show but didn't participate in the sales efforts.



John Kuchnia, Daphne and Tom Garren, and George Sawyer after Friday loadout. (photo by Ken Howard)



Phil Michaud, Tom Garren, George Sawyer, and Bob Witwer during a pause in the action. (photo by Ken Howard)



Looks like John Kuchnia just took in some money. (photo by Ken Howard)



George Sawyer looks like Schaefer O'Neill just took all his money. (photo by Ken Howard)

A Gentle Reminder to Senior Members – The last Senior Member leaving the Club is responsible to: 1) follow closing procedures, and 2) make sure that no guest, Youth member, Junior member, or Associate member is left behind.

HO Layout History in the Making – March 1, 2026

They said it couldn't be done, but it was! Too often, in the chaotic search for a free track on a crowded operating day, members forget that the HO layout is a DCC system. With a little attention and constant cooperation, the layout is not limited to one train per main line. To prove the point, Tom Garren, Mike Hinman, Ken Howard, Phil Michaud, and John Spach set out to run multiple trains. They successfully operated five trains (actually four trains and a trolley) on Main #1 for over an hour without mishap or inordinate amounts of shouting.



Tom, John, Ken, and Phil. (photo by Mike Hinmann)



John Spach's passenger. (photo by Ken Howard)



Phil Michaud's local. (photo by Ken Howard)



Ken Howard's grain train. (photo by Ken Howard)



Tom Garren's new Southern (photo by Ken Howard)



Mike's Canadian trolley. (photo by Ken Howard)

Randy Foulke's Trivia Question

Where was the westernmost passenger service on the New York Central System (NYC) and the Pennsylvania Railroad (PRR)?

As you might expect, the answers for freight and passenger service are different. If you're curious about freight service, be sure to check next month's trivia column.

See the answer and historical background on **Page 8**

Real Trains

By Jake Forbes

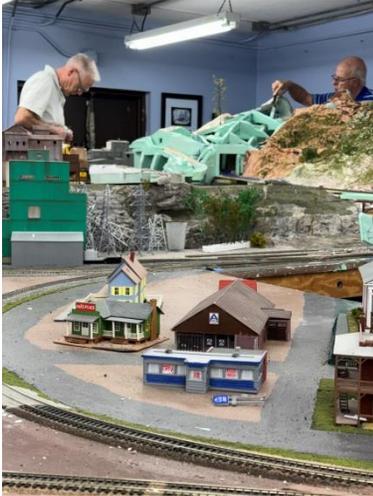
On Saturday February 21st, I went out to chase the Aberdeen Carolina and Western Railway excursion train. While there, I found a CSX grain train heading for Candor. After the excursion train was tied down in Pinehurst, ACWR sent two additional units, SD60F 5521 and SD40-2 6922, to help get the 90 car grain train up the 3% grade out of Aberdeen. The two former Canadian National units teamed up with two CSX Gevos to put on an incredible show climbing the grade. For more of Jake's pictures, follow the link below:

<https://photos.app.goo.gl/uMQigK214zADZMS19>



HO Layout Construction

Tom Garren caught photographic proof of construction efforts on Mount Witwer. **Greg Rehe** and **Ken Howard** were thoroughly engrossed in scenery building. Kudos to **Paul Liebedinski** and **Greg Rehe** for building the framework to support the screening and plaster.



Progress is also being made on modifications to track. Efforts are currently focused on Main 1, the setup yard under Mount Witwer, the second Wye on the reversing loop, and repairs to track issues on the legacy layout. Chuck Lernard is leading the effort with contributions from Greg Rehe, Mike Hinmann, Paul Liebedinski, Phil Michaud, and Ken Howard

Upcoming Events

CPD13 - TICHY AND LAYOUT TOURS: *Cpd13 has some openings for NRV members who would like to tour layouts and Tichy Trains on Saturday, April 11, 2026. If you are interested, please contact Jack Dziadul at jackdziadul@gmail.com for further information.*

NRV OPEN HOUSE: *We have scheduled out Spring Open House for Saturday, May 2, 2026 from 10 am to 4 pm.*

NRV "SPRING INTO TRAINS" SHOW: *This year's dates are May 23-24, over the Memorial Day weekend. Graham Building, NC State Fairgrounds. Plan Ahead!*

NMRA The NATIONAL TRAIN SHOW: *August 1-2, 2026 at the Chattanooga Convention Center, One Carter Plaza, Chattanooga, Tennessee.*

SOUTHBOUND MODEL TRAIN EXPO 2026: Sponsored by Southbound Model Railroaders and Mike's Trains. August 29 from 9 am - 4 pm and August 30 from 10 am - 4 pm. Winston-Salem Fairgrounds Event Center, Winston-Salem, NC. Admission for both days \$10 for 12 and up

Enjoying the Club

Tom Garren submitted the following photos that really capture the spirit of model railroading. Let's not forget that spirit and wonder of both our senior members and our young people. Nice to see Mike Troino and Jimmy Dawson sharing the HO layout.



Neat Links

Tom Magnani forwarded the following link from **Rob Rousseau**:

During a fire mitigation project in early 2024, Colorado's Durango and Silverton Narrow Gauge Railroad volunteered equipment and crews to move logs from the job site to waiting log trucks at Rockwood. Most of the work was done with a former White Pass and Yukon MLW diesel number 101. For one day (just for our cameras), K-36 steam locomotive number 480 was steamed up to pull the log train. Steam combined with cold winter air made for an unforgettable experience.

https://youtu.be/7I9ypK3A0xY?si=-uNy3_6Pf-JH8kkh

Tom Magnani also passed along a link from **Larry Card**:

“IIRC model railroads were all 5 foot gauge at first, until "fine scale" modelers changed them. That is why England has double 0 (1:76) instead of HO (1:87), and English N scale is 1:148 instead of the US 1:160, to name two. Dale Angell has a good (and extensive) explanation of it on his You Tube site Toy Man Television.”

https://www.youtube.com/playlist?list=PLBuDn43_eyeo2bWdVydOB3BuE0gbRoKTC

And a fourth link from **Tom Magnani** courtesy of **Joel McCurry** who commented – “One of the best explanations I have ever heard for the reason for 4' 8-1/2" rail gauge. Read the third paragraph of the January 4, 1879 article.”

[The Erie & The Narrow Gauges](#)

Upcoming Club Meetings and Activities

April Board of Governors Meeting: The April BoG meeting will be held by Zoom only on Monday, April 6th at 7:00 pm.

March General Membership Meeting: The next meeting will be held on Thursday, March 19th at 7:00 pm at the Clubhouse. Don Weaver will give the presentation following the meeting titled *The Lionel Movie*.

April HO Committee Meeting: Scheduled for 1pm on April 19th.

Breakfast Social: Join us for the breakfast social every Wednesday, 9:00 am at Barry's Café, Raleigh, NC.

Notes from the Editor

Please send articles, photos of real trains, Club activities, book reviews, product reviews, photographs of your home layouts, and interesting links to Ken Howard, Whistle Post Editor, at klhowardjr@aol.com.

Please support the Club's new Instagram site by submitting videos of operations on the NRV layouts to Alec Urban at alec.urban@icloud.com. Alec is managing the new site.

Minutes of Membership, Board, HO, and N Committee's Meetings

Minutes of Board of Governors, Membership, and HO and N Committee meetings are available on the Club website. The link below takes you directly to the Minutes page:

<https://nrvclub.net/meeting-minutes/>

Randy Foulke Trivia Question Answer:

The westernmost point for passenger service on the NYC and PRR was the massive Mill Creek Valley Coach Yard operated by the Terminal Railroad of St. Louis (TRRA). At various times, the yard was also known as Ranken Yard or 23rd Street Yard. The coach yard covered nearly 500 acres, extended over two miles to the west of St. Louis Union Station to Grand Avenue, and varied from 1/4 mile to 1/2 mile wide. Nine bridges or viaducts spanned the coach yard: major bridges were located at 12th, 14th, 18th, and 21st Streets, Jefferson Avenue, and Grand Avenue.

The coach yard provided facilities for the 22 railroads that terminated at St. Louis Union Station. It included commissaries for Pullman and dining cars, warehouses for cleaning and resupplying coaches, and car and locomotive washers. TRRA also operated locomotive servicing and repair facilities for all 22 railroads. In steam days this included coaling towers, water, sand, and ash pits. In the diesel era this included diesel fuel, sand, and water.

TRRA also operated St. Louis Union Station and all trackage into, out of, and around Union Station. NYC was one of seven railroads that owned TRRA, while PRR was only a tenant, paying a yearly fee for the right to use the facilities. For both NYC and PRR, the last seven miles into Union Station from Q Tower in East St. Louis, IL were over TRAA trackage including the MacArthur Bridge over the Mississippi River. Since PRR was not one of the seven owners of TRRA, they had to pay a trackage rights fee.

Mill Creek Valley Coach Yard, all trackage, buildings, and other facilities have since been removed. The area is now occupied by St. Louis University, Harris-Stowe State University, commercial development, parks, and the I-64/US40 interchange.

- Sources:
1. Walker, M, *Comprehensive Railroad Atlas of North America, Great Lakes West*, SPV, Upper Harbledown, Canterbury, Kent, CT2 9AX, U.K.
 2. Walker, M, *Comprehensive Railroad Atlas of North America, Prairies East and Ozarks*, SPV, Upper Harbledown, Canterbury, Kent, CT2 9AX, U.K.

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