



The

Milepost

Volume 43, Number 12 – December 2023

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Friday, December 8th, 2023, 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 13th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Show and Tell Program: {to be determined}

February 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Joe Costa Presentation

March 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Rio Grande Southern

April 14th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Classic HO

May 12th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Trees

June 9th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: A Home Layout

July 14th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: SP Daylight SP4449

August 11th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Model/Layout Program: Virginia & Truckee RR

September 8th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: Layout Tour Re-cap

October 13th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Mines in Cripple Creek

November 10th, 2023 (Friday)

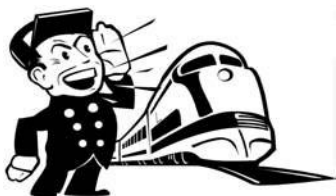
NMRA-PPD monthly meeting

Contest: Locomotives/Diesel Program: Harvey Houses

December 8th, 2023 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 43, Number 12, December 2023, 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. All content in this journal is copyrighted to its respective owner unless otherwise noted. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etcetera, without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address of: dave@bristow-family.org Thank you.

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Next Meeting on Friday, December 8

Our meeting will be held 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>

Editor's Thoughts

Merry Christmas



& Happy New Year

With a little more than 20 days to Christmas and not much more to the beginning of 2024 one must wonder where 2023 has gone. I also wonder how many of us have achieved what we had thought we would accomplish in 2023. It has been a busy year for me, but not so productive though.

Having been challenged to apply for the Gold Spike Award I will plan out my activities to accomplish that in 2024.

Wishing you and yours the very best of the season and may 2024 be an exciting model railroading year!

David

Pikes Peak Division Christmas Party

December 8, 2023, 7:00 pm



We will be doing a train related gift exchange as well as the women's exchange. Bring a gift if you want to participate!

**It's A Potluck!
Please bring something to share.**

(suggestions are below)



- *Appetizers**
- *Side Dishes**
- *Main Dishes**
- *Desserts**
- *Drinks**

Keepin' it on the Tracks

By Mark Fuerstenberger

Division Christmas Party – Friday, December 8th

I've talked to several club members who said that they are all looking forward to the Christmas party this month. I would like to encourage all our members to come out and enjoy a fun evening with food and presents. Even if you haven't been to a meeting for a while, we'd still love to have you attend. So, for anyone that doesn't know, during this meeting we have a potluck dinner where everyone brings something yummy to share. Listed in the Milepost you will find a list of food suggestions, but we would encourage you to show up even if you are unable to bring something. There is always more than enough to go around. We will have a short meeting beforehand to officially elect officers for the upcoming 2024 calendar year, and then break into the festivities. Hope to see you all there.

TECO Train Show – January 27th & 28th

The next train show is rapidly approaching and lots of planning and coordinating is already under way. The Division's Module Group will of course be participating in this show as well as many of our members who contribute their time and efforts to help make these shows an overall success. For this upcoming show we plan to have new blue Pike's Peak Division shirts. I believe that this will go a long way toward looking sharp and presenting our club well in the eyes of attendees. Shows are a great way for us to meet other members in our community who also have a love for trains, so I believe that first impressions and putting our best foot forward is important for potential member recruitment. Also listed in the Milepost you can read about the new shirts, and the sign-up sheet will be at the upcoming Dec. 8th meeting.

2024 Meeting & Program Schedule

Our meetings are held the 2nd Friday of every month and at each meeting we try to have a nice program to go with it. These programs come in a variety of ways from guest speakers to short videos, to presentations by our members, to show & tell, and more.... Listed below are the current programs that are already planned for 2024 with more still to be filled in. These programs are a great way for members to get involved as well as they can also serve as a useful conversation tool to invite your friends, neighbors, and other railroad friends to attend one or our meetings. If you'd like to present an upcoming program, please reach out and we'll get you on the schedule.

- | | | |
|--------------------------|---------------------|--------------------------------|
| • Jan. 12 th | TBD | |
| • Feb. 9 th | Ken Rambo | Lionel – HO Vintage Trains |
| • Mar. 8 th | Kristin Phillips | Harvey Houses of the Southwest |
| • Apr. 12 th | Mel McFarland | The Delagua & Bethua Railway |
| • May 10 th | Guest Speaker | Possible Guest Speaker - TBD |
| • Jun. 14 th | Charles Marchbanks | TBD |
| • Jul. 12 th | Mark Fuerstenberger | Circus Trains |
| • Aug. 9 th | TBD | |
| • Sept. 13 th | John Emmot | TBD |
| • Oct. 11 th | David Bristow | Microcontroller Update |
| • Nov. 8 th | TBD | |
| • Dec. 13 th | Christmas Party | |

New PPD Shirts

We have designed a new PPD shirt! Sign up is now until December 9th to order. They are available in all Men's and Women's sizes and are Port Authority Polo shirts (100% polyester). We will be bringing an example to the Christmas party on December 8th so you can get a feel for what they will be like. At the November meeting the group approved for each person to pay \$20 per shirt and the division will pay \$15.

You can email amber at amberlf16@gmail.com or text/call at 719-231-3195 to place your order if you can't make the Christmas party. Payment will be due upon delivery of shirts. We hope to have them by the January 26th TECO show so we can have them to wear.



Trains around the Christmas Tree

By Mark Fuerstenberger

While no one knows who officially put the first train around a Christmas tree, most historians agree that Lionel was probably the #1 manufacturer to really get the model trains to the public and make adding a train around the tree a reality.

Some of the first electric trains were designed for store display windows to attract kids and the parents' attention. Well, it worked because by 1906 Lionel was making trains with 3-rail standard gauge track, transformers, locomotives, and cars to go with it. In those early days of toy manufacturing there wasn't a kid out there that didn't want to have their own toy train.

Now fast forward some 70 years later and this was no different for me. As a young kid, each of my grandparents had bought me an HO train set, and each Christmas I went to their house and set it up around the Christmas tree. Under the tree always made a lot of sense because it was out of the way of all the adults who were always running around and not watching out for the trains. Another benefit was that the Christmas presents could be used to create tunnels and allow the train to disappear and then reappear, to create a little excitement. Anywhere else you tried to play and set up your train, you were in the way.

As I got a little older, I realized that the carpet was the reason my trains were de-railing and occasionally having issues. So, in an effort to keep carpet fibers out of the engine wheels and gears

and while trying to keep the track together better, my grandpa got a 4ft x 4ft board that I could mount the track on. That way I would be able to easily pull out the board, lay it on the floor and operate my trains. And even better we could place the board with the track on it under the tree at Christmas time.

As I got older, I found that I stopped putting a train around the tree. Well, this year Amber and I decided that we should add one since it was so much fun for me as a kid. At the last show we bought a garden scale train set for around the tree. As I carried the large train set out to the car, a random 7-year-old boy looked at me and said, "Way to go, you got a good one!"

Talk about bringing a smile to my face, that's what it's all about!

Show and Tell Reminder (Again)

By Tony Pawlicki

Due to my flat tire-driven absence in November, I am rescheduling the Salvage and Resurrection tank car contest for January 2024. Below is a reminder of the rules and January topic, tank cars.

This note lays out the rules for the bi-monthly Show And Tell session/contest at the JANUARY 2024 Pikes Peak Division NMRA meeting. These rules apply to the bi-monthly "**salvage and resurrection**" events. This event was announced a bit over a month in advance to give entrants enough time to prepare their entries. 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.

General Idea

- Grab an old, failed project you couldn't bring yourself to discard (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).
- Actually, fix it.
- Bring it to the meeting, display it, then after the regular model contest, stand up and tell us about your adventures.
- **The show-and-tell aspect is the main thing.** If there are enough entries (three), there will be a contest aspect as well, but the main goal is to have fun salvaging something and entertaining the rest of us with the way you had fun.

Example: An example and the rules were provided in the April 2023 Milepost.

This Session's Theme

Tank cars. This is in one sense (nature of the load) quite a broad category and includes:

- short ones and long ones
- old ones and new ones (both as regards construction and as regards required markings)
- straight, whale-belly and sway-back (Funnel Flow)
- single- and multiple-compartment/dome
- insulated or not
- pressurized or not
- equipped with head shields or not
- others I've not thought of.

At least we don't have to fabricate loads (except in our heads and the paint and decals).

December Wavy Rails

By Joe Costa



Hidden Church of the Mother Road



It has been a while since we have displayed the Winslow Arizona modules at a train show. If you look at the closeup of the block between the famous corner and the La Posada hotel, you can see an open area between the two buildings:



Google Earth Views:



Closer up, the prototype looks like this:



Behind the sign in the left arch, against the side of the building is the church:



2926 Visit

One of the highlights for us of the convention for us was the visit to the 2926.

No. 2926 was among the last group of steam passenger locomotives built in 1944 by the [Baldwin Locomotive Works](#) in [Eddystone \(Philadelphia\), Pennsylvania](#) for the [Santa Fe Railway](#).^{[3][4]} This class of locomotives comprised the heaviest 4-8-4's built in the United States,^[5] and among the largest. The railroad used the locomotive in both fast freight and passenger service, and it accumulated over one million miles of usage before its last revenue run on December 24, 1953. Equipped with the latest Timken roller-bearing tandem side-rods between 1946-1948, it was then approved for 110-mph speeds with the Santa Fe's crack passenger trains: up from 100-mph when delivered with its original side-rods.

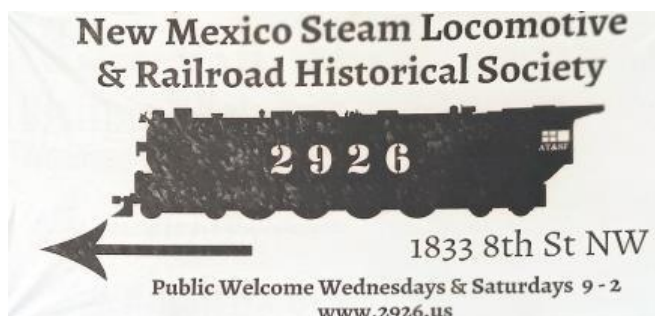
The question answered by our tour guide was why was the railroad even building steam engines?

Santa Fe railroad needed more motive power to do its job and the US government, concerned with the requirements of the World War wanted to preserve resources needed for the war effort. It gave permission to the railroad to get six of these "modern" steam engines.

The locomotive and a caboose were donated to the City of Albuquerque, New Mexico in July 1956 to recognize the city's 250th anniversary, and placed in Coronado Park. The city displayed the locomotive as a static exhibit in the park until it was sold for \$1.00 to the New Mexico Steam Locomotive and Railroad Historical Society (NMSL & RHS) on July 26, 1999. On June 23, 2000, the locomotive was moved by Messer Construction Company to a [BNSF Railway rail siding](#) just south of Menaul Boulevard.

The city had kind of dragged its feet (until it was told that steam engines donated to parks and left out in the elements without periodic painting and resealing become sources of asbestos contamination). Then they couldn't get rid of it fast enough.

The restoration society found a home in the industrial part of Albuquerque. Fortunately, the town owns most of the track in town so it didn't need any special permission.



This is Kristin standing next to an ENS sign for NMRX railroad.





Unlike the Heritage Steam program of Union Pacific, this group is on its own but it has received great support from retired railroad employees and from manufacturers of railroad equipment.

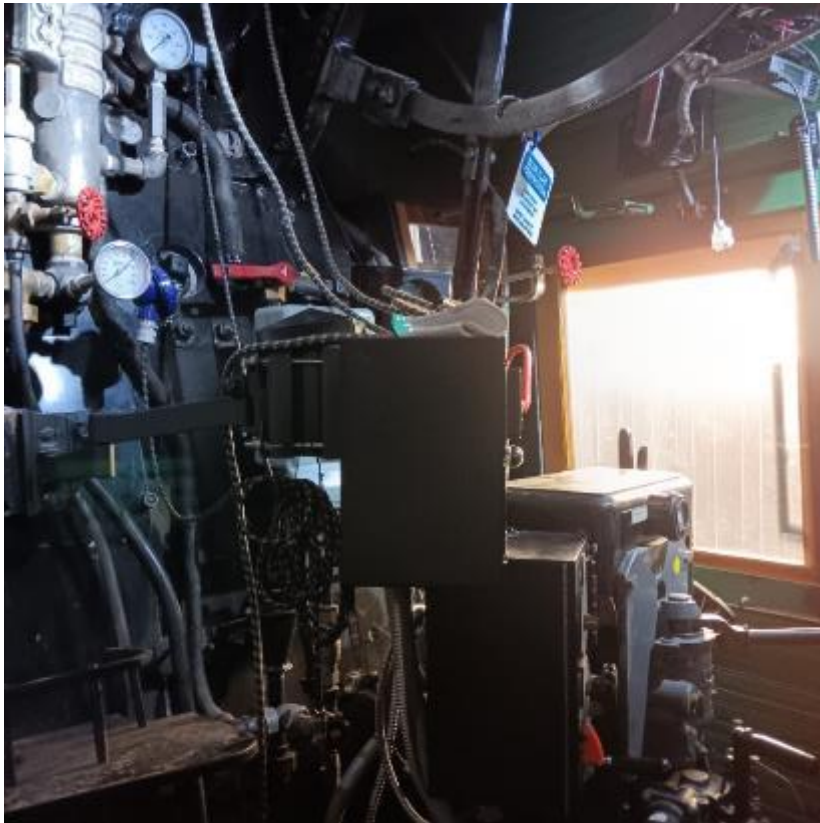
One of the big challenges the group had was replacing driver rods on the engine (until they were told about the "trick" that the old timers used back in the day). The engine even has PTC.



From the street you see the rear of the tender. You have to go around to see the front of the train.



Climbing into the engine on those tiny ladders is a bit of a challenge but I made it.



Outdoor View of Drivers:



What the 2926 looked like in the park:



Tool Car:



2023 Convention Report

There were lots of weathered and graffitied engines and rolling stock entries.



Kristin did a show and tell entry for "Bloodville" above.

The Route 66 n-scale entry on same table definitely captured the spirit of Old Route 66:



Informative Clinics

There was a wide variety of informative clinics -- unconventional in the sense participants were not carving up plastic or Styrofoam or making trees. In terms of tools and techniques, there were very interesting. The one on photography was great.

The "volcanic" demo from Utah was quite dramatic and made an impressive mess.

Balloon Fiesta Train Show

There was a good variety of vendors and layouts. We even spent some money on good deals there. Found another ornament for my railroad Christmas tree -- a Cumbres and Toltec globe. And, as always, I enjoyed checking out the Disneyland layout.

Revisiting Las Vegas, New Mexico (after the Convention)

On the way back from Rails in the Rocky, we did a quick revisit of Las Vegas.

The Old Roundhouse



Back to the Castaneda

This time they left the gate open which gave us a clear shot of the corner of the Castaneda;





This used to be a tourist info location --- now they use the old passenger station.



It was manned by a skeleton crew:



There is Another Surviving Harvey House in Las Vegas



The **Montezuma Castle** is a 90,000-square-foot (8,400 m²), 400 room [Queen Anne style](#) hotel building erected just northwest of the city of [Las Vegas, New Mexico](#) in 1886 (the site was at the time called "Las Vegas Hot Springs," but is now known as "[Montezuma](#)"). The current castle is actually the third on the site, the first two (dating to 1881 and 1885) were the first buildings in [New Mexico](#) to have electric lighting, and they both burned down.

Its current incarnation is One World College.

The folks successful with historical preservation, buildings or train engines, are passionate AND serious businessmen.

Allan Affeldt who also restored Winslow's La Posada to its former glory — came on the scene. Affeldt and his artist wife, Tina Mion, purchased the Castaneda Hotel, along with the historic Plaza Hotel, and ignited the rebirth of Las Vegas.

The New Mexico Steam Locomotive and Railroad Historical Society in Albuquerque, on the other hand, is a non-profit organization.

Either way, preserving history is an expensive proposition.



It's a Miracle



After several years of gathering dust, Rock Island Line is running again. That's DCC sound locomotive that Mark kindly configured for me running on our basement layout. Those tenements in the background came from Youth in Model Railroading.

MODEL TRAIN SHOW



January 27 & 28, 2024
Sat 9-5 Sun 10-3

Colorado Springs Event Center

\$ 11 per person

Discounts Apply

**Children 12 & Under
FREE!**

Hall B
3960 Palmer Park Blvd
Colorado Springs, CO 80909



Info and online ticket sales at www.tecoshow.org

[TECO Tidbits](#)

The TECO Winter Model Train Show is shaping up to be another fantastic model train show. Thus far, we have a dozen layouts that want to set up with us. We are almost at capacity with vendor tables as well. If you haven't signed up as a vendor yet, I will tell you that time's a wasting! The board

is gearing up for another fabulous Colorado Springs Event Center model train show on January 27 & 28, 2024. Please spread the word to help keep model railroad shows alive and support model railroading in the community.

Nominations for TECOs for next year's elected board members are listed below. 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, and all-around storyteller)
- 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)
 - Historian – Mel McFarland
 - BSA, Operation Lifesaver, Volunteer Coordinator – Kristin Philips
 - Youth In Model Railroading – Gerry Drewes
 - Club representatives – Jack Sousa
 - Show announcer – Mike Peck
 - Traffic Control – Jon and Kim Wickham (PMRA)

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. Besides the above, other jobs with TECO are essential for show operations. These are:

- a **volunteer coordinator** to solicit and train volunteer cashiers and set a cashier schedule for both show days.
- a **website developer**
- a **door manager**. Works with the volunteer coordinator and is responsible for door transactions, cashiers, iPads, change-making, troubleshooting, and ticket counts.

TECO needs people who will take a position and commit to it. My solicitation for volunteers is not to replace the board's current members but to implement a succession plan for TECO's future. Fresh faces, ideas, and points of view are what keep TECO evolving. It would be nice for any of us to be able to step away, and one day, that will happen. Nominations remain open and will be accepted until elections occur at the December 6 corporate meeting.

Happy Holidays Y'all!
Elizabeth Maline

CNIS 379353 Mystery

By Tony Pawlicki
The Initial Surprise

The Intermountain HO scale model CNIS 379353 of a Canadian National International Service covered hopper car is a highly detailed model. Seeking to identify ways in which to further detail the model (having noticed that, for instance, there were no cut levers nor roof-top grab irons on the stock model), I consulted the Fallen Flags Web site (www.rr-fallenflags.org) for photos of prototype cars in the same class. Surprisingly, there were none. Next, I consulted the Railroad Picture Archives Web site (www.rrpicturearchives.net). The first nearby road numbers I found (379314, 379346 and 379348) all had a dramatic feature, namely that there was not just one brake system air tank but two and they were mounted high on the end wall, so these cars did not have the "usual" configuration of one air tank mounted on the bottom platform. In particular, the model has one air tank mounted low on the right (as one faces the "A" end of the car from outside



Initial Investigation

It is not uncommon for minor design changes to be made within the same class of railcars, so given that the photos I had found so far were all of cars lower-numbered than CNIS 379353, I decided to find out what the class range of numbers was and see whether some higher-numbered cars might have the “usual” configuration. The January 20, 1992, issue of the Official Railway Equipment Register (ORER) shows the pattern that covered hoppers occupy the series 300000-399999 with adjacent series being box cars. Most have the CN road mark, but there are also some CNA and CNIS road mark cars. 379353 lies within the series 379250-379499. So, if there was a design change, it would show up in cars at or above 379353, so 379353-379499. The highest found, 379492, has one air tank, but it is high mounted. The closest above, 379374, has one high mounted air tank. More examples are: 379376 and 379491 with two high mounted air tanks, 379426, 379436, 379455, 379460 with one high mounted air tank.

Conclusion: There has been a design change, but the designs both have high mounted air tanks, either one or two, with none showing the single low mounted tank on the right side.

Systematic Search

Bearing in mind the expense of producing such a detailed model, it occurred to me that the formerly common practice of amortizing the die work by slapping non-prototypical paint schemes and/or road numbers on “close enough” (always in the eye of the beholder) cars might have reared its ugly head. The next research step is a systematic search of all classes besides the 379250-379499 to see if some class has the configuration of the model. Consulting the ORER, the classes (some with just a single member as of the ORER date) are, excluding coal hoppers, quite a few. So, a practical search just examines all or a thorough sample of photos in ascending order of road number. The result is that from 300000 through CNIS 379499, three configurations occur, namely single high mounted tank, two high mounted tanks, one low mounted tank on left.

Search Conclusion: Finally, CN 382002 is found with one low mounted air tank on the right, so THERE IS A PROTOTYPE! It lies in ORER class CN 382000-382699. The same configuration occurs on CN 382694, the highest number within the class for which a relevant photo was found, strongly suggesting that the air tank location was common to all cars in that class.

Other data acquired during the photo search are:

- CNIS 379250-379499 were built by National Steel Car (NSC) in 1971.

- CN 382000-382699 were built by Marine Industries Limited, during March-September 1981.

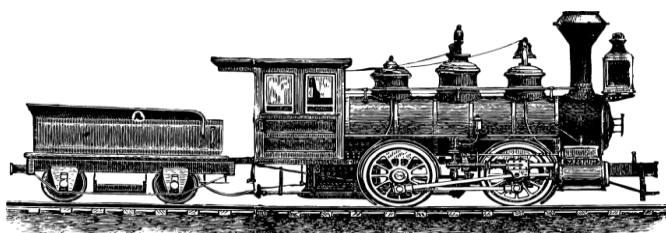
Now What?

So, since the paint scheme matches, all that is needed is a “simple” change of road mark from CNIS 379353 to CN 382353 (within the relevant series). Scraping the “IS” off is simple enough. The side numbers would require a little more work (79 to 82) but the end numbers are (a) tiny and (b) basically out of reach on the end wall, access to which is blocked by the end cages, with scraping feasible but renumbering not feasible. Decision: Scrape off the “IS” on both sides and both ends, scrape off the end numbers entirely and replace the 79 with 82 on both sides. The latter was done with a very fine point red marker pen, no red decals or dry transfers of the correct size being on hand.



Routine upgrades:

- Fabricated and installed rooftop grab irons (holes were provided but grab irons were missing).
- Touch-up paint.
- Added cut levers and brackets.
- Opened roping holes in bolster ends.
- Weathered trucks and wheelsets.
- Adjusted coupler height: Added 2 Kadee 15-mil washers on each bolster.



Notes from The Siding

By John Emmot

Well it is a short turn around again this month. It always sneaks up on me. There is lots going on, but I just can't keep up with it anymore. There was a great TCA show in Loveland last month, but I didn't make it. I hope some of the rest of the folks will let us know what went on. The weather has not been conducive to much work at Calhan. The good news is that the depot is 'buttoned up' to keep the pigeons out. The bad news is we need to start putting the soffit boards back on to close it in

again. We have plenty of material; we just need weather and labor to make it happen. We have procured some polycarbonate to make caboose windows out of and start to repair the damage done by the vandals. I have to go to Denver to pick it up. I should be able to do that early this week. It probably cost a bit more than glass, but it should be more robust in use, and we can cut and size it ourselves.

The Moffat Road Railroad Museum is open again from Thanksgiving to New Years. Dave is busy with Holiday visitors and working on the Moffat HO layout. I still get a few 'what if' questions. We have a couple of D&SL mallets that need to be painted and DCC installed. I believe I have fellow in Colorado Springs who is going to do them. They need a few hardware modifications to backdate them from the final configuration they were built to. They are getting some winter weather in Granby. The good news is that they got the Dumont depot roof closed in before it got too bad.

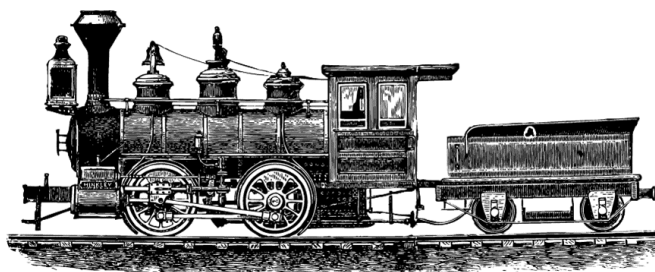
Planning for the January TECO is in full swing. We are in the larger south Hall again and it looks like we will need it all. It seems that TECO has become a popular event for vendors and layouts. I hope the public feels the same way and will support us with their attendance. The theme is Colorado Rail Destinations, and we have many rail entities scheduled to be there. We have several layouts from Z scale to Lionel and Lego for rail fanning. It sounds like a full vendor list as well. There should be a lot for everyone. For the local participants, please be patient with the committee as we try to coordinate the setup of the event.

The fire closest to our foot is the Christmas Party at this meeting. There was a signup sheet at the last meeting for the potluck items to eat. You may call Amber if you didn't get on it then. There will be two separate progressive member gift exchanges. One for non-rail items and one for railroad items. You must put a gift in each that you want to participate in. You may be in both. The other will be the drawing for gifts from the Division. You must have participated in one or more of the monthly drawings to be entered in this one. It will continue until all gifts are claimed.

I hope to see lots of folks 'round the roundhouse for this seasonal gathering. There are still lots of railroaders out there. I wish more of them would interact with their railroad friends.

Merry Christmas and Happy New Year!

John



November 2023 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Asst Superintendent, Mark Fuerstenberger at 7:00 in the community room of the Sand Creek Police Station. There were 14 members present and no visitors. Amber had a laptop computer connected to the room's display screens and was able to show relevant portions of the Milepost during the meeting.

Secretary Report

The minutes of the October meeting were approved as published in the Milepost.

Treasurers Report

Tony was absent, but had provided an email update to the officers on activity in the PPD bank account and it was displayed on the room monitors. The statement was accepted as submitted. Amber had another check of \$20.00 for the Division, which she will give to Tony when she sees him next.

Announcements

Mark highlighted the Rails Along the Rio Grande show in Albuquerque, NM this weekend. That is where Joe and Kristin are to miss our meeting.

The upcoming Christmas Party was discussed. The regular meeting time of 7PM will be observed. There will be two member exchanges, one for the regular railroad items and one for 'other than' traditional railroad items. Members may participate in both exchanges if they like and must contribute an item for each one, they are in. The elves have been busy acquiring gifts for the second chance drawing for anyone who has participated in a monthly drawing throughout the year. Jack agreed to get a smaller cake this year to reduce the leftovers. Amber had a sign-up sheet for potluck items to bring. Kristin left a request for money to buy supplies (paper plates, napkins, cups, etc) for the party and monthly refreshments. Motion was made and passed to authorize \$25.00 for supplies.

Mark noted the TCA Rocky Mountain Holiday Train Show at The Ranch Events Complex, First National Bank Exhibition Building, Larimer County Fairgrounds, 5280 Arena Circle, Loveland, CO on the 25-26 November (the weekend after Thanksgiving). It should be a big show with lots of vendors and layouts.

He had the signup sheet for programs in 2024 to remind folks of their commitment and get additional volunteers.

There was a short discussion of the October Pueblo Rail Fair results and how everyone got home after it was over.

Mark had a couple of samples 'Polo shirts' that he had made up for module operators and Division members at railroad events. They were blue polyester (to pick up the layout skirting color) with the PPD logo embroidered on the upper left chest area. They are available for about \$35 each in various sizes and ladies' styles. Discussion was favorable and a motion was made and passed that the PPD would adopt the design and Mark would take orders with members paying \$20.00 for each one and the PPD treasury subsidizing \$15 for each one. It is hoped that the first order may be in hand by the January TECO show.

Program

This month's program was a video from Mark titled 'Wheels of Gold'. It was vintage film of operations of the Midland Terminal Railroad after the closure of the Colorado Midland. There were lots of shots of the roundhouse and yards in Old Colorado City, trains on Ute Pass and the Cripple Creek Mining District.

Drawing

With Tony's absence, there was no drawing.

Contest

There were no entries in the diesel loco contest.

The meeting was adjourned at 8:17.



Pikes Peak “N”Gineers Model Railroad Club

By Mike Peck



BNSF 5271 during fire and after.

Superintendent’s Corner

Here we are in December already, we did a lot of shows and set ups this year and we still have a couple more to go. More on these later.

The December business meeting will be the annual corporate meeting. We’ll have nominations and voting for the 2024 board. As of this writing, Terry, Dave, and Chris said they would run for office. If you are interested in an office, please let me know so I can get you on the ballot.

Rocky Mtn Pace North Facility

Five of us will be going the new Rocky Mtn Pace facility up north. We’ll meet at the south door at 8:45am. We’ll set up an “L” display and maybe a “Z” scale layout as well. The room we will be in is larger than the room we use at the Pikes Peak facility. We’ll start the set up at 9am. The first group of viewers will be coming through at 10am.

Bob’s Paddle Wheel trip



Earlier this year I saw an ad to fly down to New Orleans, board a paddle wheel boat and spend 8 days cruising the ole Mississippi river. It sounded so good that I signed up for it. Come October 29 I was on an airplane going to New Orleans. I spent the night in an elegant hotel and boarded the boat the next day. I met a man who, like me, was traveling alone. It turned out that he was an ex-IBM computer designer and that he designed some computer equipment that I operated during my

career at a large bank. We spent the voyage talking about some people in the business that we both knew and enjoyed each other's company for the trip, the cabin was small but efficient, the balcony was nice but I didn't use it due to the cool temperatures. However, the room had a 6' glass door so I could enjoy the scenery. The river was down about 12 feet due to the drought. The river traffic: barges, pusher boats, ships and many other crafts, were not affected. We could not dock at Baton Rouge due to the low water level. We just headed up to the levee and lowered the gangplank on the front of the boat and they bussed us into Baton Rouge. The food and service were very good. We visited Oak Alley, Houmas House, Baton Rouge, St. Francisville, and Natchez. Shore excursions included city tours, museums, plantation owner's houses, and a WW II US Navy destroyer and museum. We had a lecturer give an hour talk every night about history of the area. We also enjoyed the musical sessions. The highlight of the trip was a 3 hour visit to the WW II Museum in New Orleans. After a plane ride back home, it was good to be back.

Rocky MTN Pace Show December 20, 2023

We'll have six members attending this event. We'll meet at the Pike Peak facility at 8:45am on Tuesday the 20th. We'll set up a straight layout like last time and be ready for views by 10am. After the second viewing at 3pm we'll tear down and move out.

Miscellaneous Items



New CPKS paint scheme.



Wabtec: Hydrogen is the locomotive fuel of the future

Railroads can convert diesels to directly burn hydrogen, then adopt zero emissions fuel cell technology, locomotive manufacturer says

Hydrogen fueled locomotive.



South African 2-8-4 steam locomotive



Proposed Air Force Tanker.



Train derailment near Pinecliff, CO.



No injuries were incurred.



Those of us who were at the Rail Fair on October 15th remember this accident. Steve and Terry just made it past this site before the derailment. The rest of us got caught in the traffic jam. Unfortunately, one person lost his life in this accident.

Colorado Country Christmas Show

We started set up around 10am on Thursday and finished up by 2pm. Yes, we had some of our usual wiring issues, which we were able to work out, after about an hour or so! We did run a couple of trains before we left. We were set up next to Santa, so we had his guests before he did. We got our trains running, then the gremlins started their antics. So, we relevelled modules, cleaned track, checked track joints and we were good for a while. We answered as many questions as were thrown at us, picked up some donated train items, maybe get a new member or two, I won't hold my breath until the application is filled out and money in the paymaster's hand.

On Friday and Saturday, we had lots of Vets come by and thoroughly enjoyed the layout and conversation. The smile on the kids' faces as they watched a train go by, "kids – 3 to 90". Teardown started at 4:45pm and we were loaded by 5:30 and home by 6. Good show, and we passed out lots of club and TECO flyers, now to wait and see if they show up.



Bob manning the layout.



Chris manning the layout

Editor's Notes

Ron has started a new venture with Micro-Trains. You can order from Ron before the 10th of the month so he can get the order in and hopefully have your order by the business meeting. More on this once Ron & I get it rewritten.

My thanks to Bob and John for their articles and photos for the Railhead.

Chocolate Clusters

By Elizabeth Maline

While visiting the California State Railroad Museum gift shop, I found the Harvey House Cookbook - "Memories of Dining along the Santa Fe Railroad" by George H Foster & Peter C Weiglin. I've always been a sucker for cookbooks, and this one caught my eye. You see, my grandfather was a cook on the Santa Fe Railroad, and I've always fancied myself a good cook (of course, attributing my excellent skills to my genetics). We continue the recipe tradition from this new railroad cookbook.

- 1 pkg. chocolate pudding, not instant
- 1 cup sugar

- ½ cup canned condensed milk
- 2 teaspoons vanilla
- 1 cup salted nuts or 1 ½ cups raisins

Over medium fire, cook pudding mix, sugar, and milk until it comes to a rolling boil. Lower heat and cook for three minutes. Remove from fire, beat vigorously, stir in vanilla. Stir in either nuts or raisins (a matter of choice). Beat until the candy starts to thicken. Drop teaspoons on to oiled paper. Yield 12 to 16 clusters.

From *The Harvey House Cookbook*, Nelle Smith, Test Kitchen Supervisor

Lighter Rail

By Kristin Phillips

The Legend of the Christmas Train

All aboard the Christmas Train
Oh, hear the whistle sound.
Settle in your cozy seat
As we leave this sleepy town.

We're heading to the North
To see the glorius sight;
when Santa and his reindeer
first take off on their big flight.

As the train goes on it's way
Through the snowflakes crisp and white,
We'll hear the jingling bells
On this magical Christmas night.



Merry Christmas and Happy New Year to All!





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Artwork By Thomas B. Jordan



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