



The

Milepost

Volume 44, Number 2 – February 2024

**The official newsletter of the Pikes Peak Division
Rocky Mountain Region – National Model Railroad Association.**



NEXT MEETING:

Friday, February 9th, 2024, 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 12th, 2024 (Friday)

NMRA-PPD monthly meeting

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

February 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Lionel – HO Vintage Trains

March 8th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Harvey Houses of the Southwest

April 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: The Delagua & Bethua Railway

May 10th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: {to be determined}

June 14th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

July 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: Circus Trains

August 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Model/Layout Program: {to be determined}

September 13th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: John Emmot

October 11th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Microcontroller Update

November 8th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Diesel Program: {to be determined}

December 13th, 2024 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 44, Number 2, February 2024, 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, 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:

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Next Meeting on Friday, February 9

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>

2024 Schedule

- | | | |
|--------------------------|---------------------|--------------------------------|
| • 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 | |

Editor's Thoughts

Alan Ray Hutchins

September 3, 1952 - January 29, 2024



The hearts of the PPD and the wider model railroading community are heavy today as we mourn the passing of Alan Ray Hutchins, a cherished friend, mentor, and passionate hobbyist. He was only 71, leaving us far too soon, but the tracks he laid in our hearts will forever stretch on.

His involvement with the PPD was significant. His immense knowledge and infectious enthusiasm he shared with anyone who crossed paths. Alan donated some models last year for drawing prizes, and many models were already Christmas-wrapped, for our Christmas party. Tony still has a few that will be drawing prizes in the coming months.

Beyond the technical expertise, Alan brought something even more valuable: a spirit of camaraderie and joy. He had a knack for making everyone feel welcome, fostering a sense of community that transcended generations and skill levels. The shared gasps of admiration at meticulously detailed loads, and the countless friendships forged over a shared love of the hobby – these are the true testaments to his legacy.

Alan leaves behind a void that cannot be filled, but His memory will forever live on in the whirring of tiny locomotives, the meticulous landscapes, and the warm glow of camaraderie within the PPD. He may be gone, but the tracks. He will continue to inspire future generations of model railroaders, reminding us of all the power of passion, dedication, and the enduring magic of a world shrunk to scale.

Rest in peace, Alan. The whistle may have blown for the final time on your earthly journey, but the echoes of your laughter and the spirit you embodied will forever resonate within the hearts of those you touched.

All Aboard the IoT Express: How Technology is Transforming Railways

The rhythmic clickety-clack of train wheels on tracks has long been a symbol of progress and connectivity. But today, modern railways are leaping into the future, driven by the power of the

Internet of Things (IoT). This network of interconnected devices is revolutionizing the way we travel, bringing about a new era of efficiency, safety, and passenger comfort.

Imagine trains equipped with thousands of tiny sensors, collecting data on everything from wheel temperature and track integrity to passenger flow and energy consumption. This real-time information paints a detailed picture of the entire railway ecosystem, allowing operators to make informed decisions and optimize operations.

Gone are the days of reactive maintenance, where breakdowns caused delays and disruptions. IoT-powered systems can predict potential issues before they occur, enabling proactive maintenance that saves time, money, and resources. Imagine sensors detecting a slight change in vibration, indicating a potential bearing problem, and automatically scheduling maintenance before it becomes a major issue.

Safety is paramount in the railway industry, and IoT plays a crucial role in safeguarding passengers and infrastructure. Sensors can monitor track conditions for cracks or wear, detect unauthorized access to restricted areas, and even alert authorities in case of emergencies.

Imagine arriving at the station to find your train waiting, perfectly on time. IoT makes this possible by optimizing schedules and routing trains based on real-time data. Passengers can also benefit from real-time information on delays, platform changes, and available seating, making their journeys smoother and more predictable.

But the benefits go beyond just efficiency and safety. IoT can also personalize the passenger experience. Imagine smart stations that adjust lighting and temperature based on passenger flow or trains with self-adjusting climate control for individual comfort.

With a focus on reducing carbon emissions, IoT plays a crucial role in making railways more sustainable. Sensors can monitor energy consumption and optimize train operations for efficiency, while smart grids can integrate renewable energy sources into the railway network.

The future of railways is undoubtedly connected. As technology evolves, we can expect even more sophisticated applications of IoT, such as autonomous trains, augmented reality for passengers, and AI-powered decision-making.

While the benefits are undeniable, implementing IoT in railways comes with challenges. Cybersecurity, data privacy, and infrastructure upgrades require careful consideration. However, with collaboration and innovation, these hurdles can be overcome, paving the way for a smarter, safer, and more sustainable railway system.

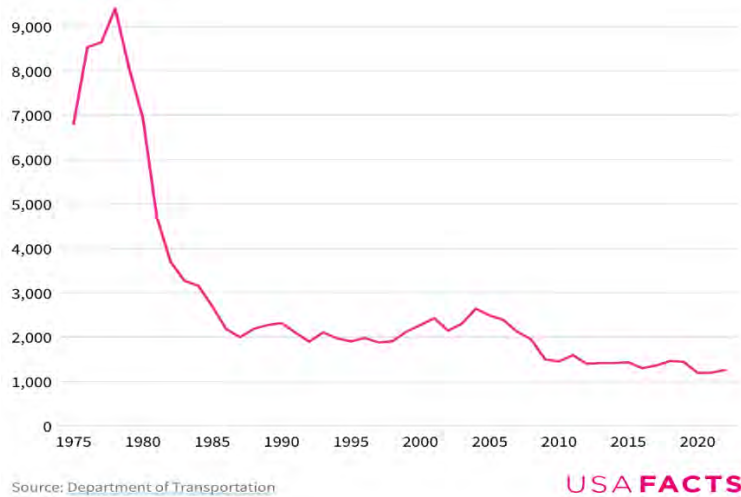
There have indeed been several high-profile train derailments in recent years, including the one in East Palestine, Ohio, in February 2023. However, it's important to consider the broader context when assessing the role of IoT in railway safety.

Here are some key points to consider:

- While recent incidents may seem alarming, train derailments have decreased significantly over the past few decades. According to the Federal Railroad Administration, the number of derailments in the US peaked in the 1970s at over 10,000 per year but has fallen to around 1,250 in recent years.
- The railway industry is increasingly adopting IoT technologies like sensor-based track monitoring, predictive maintenance, and real-time train location tracking. However, widespread implementation is still ongoing.
- While IoT has the potential to significantly improve safety by detecting track issues, monitoring equipment health, and preventing human errors, it's difficult to directly attribute any specific reductions in derailments to its implementation yet. More data and analysis are needed to assess its effectiveness.

Derailments can be caused by various factors, including track infrastructure issues, human error, weather events, and equipment malfunctions. While IoT can address some of these, a multi-pronged approach involving infrastructure upgrades, stricter regulations, and enhanced safety protocols is crucial.

Therefore, it's too early to definitively say whether the recent derailments indicate insufficient IoT adoption. The industry is moving towards it, but its impact on overall safety is still evolving.



Train Derailments 1975-2022¹

Here are some additional resources that may be helpful:

- [Federal Railroad Administration](#)
- [Railway Association of America](#)
- [USA Facts article on train derailments](#)

So, the next time you board a train, remember that you're not just traveling on steel and tracks, but on a network of interconnected devices, working together to deliver a safer, smoother, and more sustainable journey. The future of railways is connected, and it's an exciting ride to be on!

David

[Keepin' it on the Tracks](#)

By Mark Fuerstenberger
TECO Train Show – Follow-up

A big THANK YOU to everyone who helped and made last weekend's TECO show a success. Most everyone in our Division contributed in some form or fashion. Looking back, it is incredible at all the different things our members made possible. Our members operated and sold items at booths, set up and operated multiple train layouts, set up and ran the switching puzzle, setup and worked the Operation Lifesaver booth, coordinated with other vendors and layouts, took money at the door, and overall helped to put on and run the show. Without the members of our Division, the TECO show would be drastically different. So once again, a huge pat on the back to everyone who contributed.

2024 RMR Elections

On Wednesday (1/31/24) the Rocky Mountain Region sent out an election email. There are many members listed for various positions, and several you know personally. These positions help to put on the annual convention and of course, take care of other business items throughout the year. In addition to the officer positions listed, there are also several Board of Director positions. It is through these positions that we gain our voice within the region. Please look for that email and click on the link within it, to take a couple of minutes to vote.

¹ Graphic taken from the [USA Facts](#) website.

Rocky Mountain Train Show

The Rocky Mountain Train show is coming up on April 6th & 7th. It will be held in Denver at the National Western Stock Show Complex. Address: 4655 N Humboldt St, Denver, CO 80216. This is always a great show to attend and always has a lot of great vendors and layouts. I highly encourage each of you to attend for a day if you can.

Summer PPD Event

Let's all start thinking about a fun event that we would like to do this summer or early fall. We've been to the Colorado Model Train Museum in Greeley and we've recently gone to the Colorado Railroad Museum in Golden. Let's hear your ideas!!! I would suggest the possibility of The Royal Gorge Route Train, Cripple Creek – Victor Narrow Gauge train, Georgetown Loop Railroad, Leadville train, or even the Trolley Museum in Colorado Springs. We are wide open to suggestions other than what I've listed.

Show and Tell Reminder (Again)

By Tony Pawlicki

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. This is the contest that was deferred from the November 2023 meeting due to my flat tire adventure (same tire flat twice in two days).

You've had an extra two months to get ready, so I'm hoping for a big turnout!

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, and 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).

Drawing Prizes Preview Repeat

By Tony Pawlicki

“Teaser” preview of some prizes available at the drawing during intermission at the January 2024 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! (Wade’s and 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 February Meeting Offerings:

These are those originally planned for the November 2023 meeting, winding up deferred due to my flat tire adventure (same tire flat twice in two days) and then deferred again due to Ute Pass being blocked for 2.5 hours due to a serious crash in the Eastbound lanes (jaws-of-life serious). Feel free to bring additional surprise offerings!

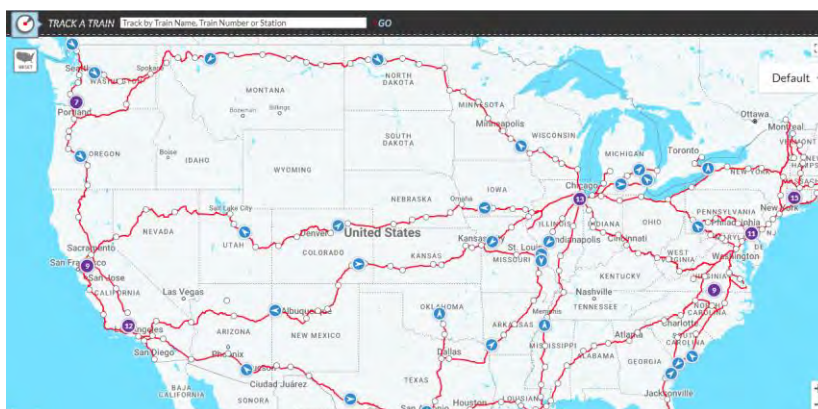
For descriptions and photos, see the November 2023 Milepost.

Also note, a significant offering is from our late member Alan Hutchins, namely the SSIX 100105, HO scale 5-unit intermodal “IMPACK” spine car set.

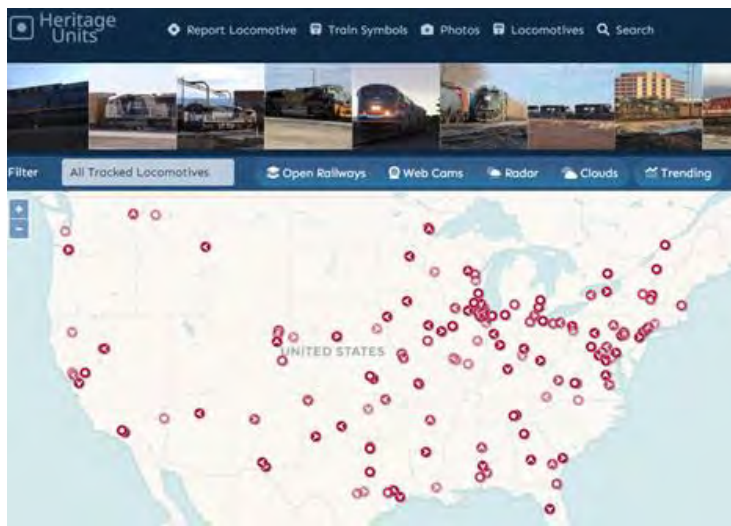
Train Tracking and Chasing

By: Mark Fuerstenberger

When Amber and I are out and about traveling somewhere, I often take a couple of “tools” with me. I’m not talking about a hammer, screwdrivers, or even a saw. Instead, I’m talking about the tools that will help me find and chase trains. The first and most obvious tool is my cell phone. Some websites will help you actively track trains such as Amtrak. This [website](#) will show you in real-time exactly where the train is at.



Another website that tracks “special” paint engines is <https://www.heritageunits.com/>. This website relies on railfans to post that they saw an engine, but you can usually see what is in the area.



The next tool that I take is my scanner. I purchased a Uniden Bearcat BC125AT, and I programmed railroad radio frequencies to scan. This lightweight handheld scanner allows me to listen to train crews and hear what is going on.

This past month while in Albuquerque, using the websites and my scanner I was able to track down and see several fun trains. The RailRunner, Amtrak's Southwest Chief, and Amtrak's Southwest Chief with a special car & engine.



RailRunner



Amtrak Southwest Chief at Albuquerque



Downtown Albuquerque



Albuquerque Train Station - Serves Amtrak & RailRunner



Amtrak Southwest Chief with "Operation Lifesaver"



Amtrak Southwest Chief with Federal Railroad Administration car DOTX 221 "Office of Safety"

Wherever our travels take us, it's always fun to see what trains are around us.

Show and Tell Reminder Repeated

By Tony Pawlicki

This note lays out the rules for the bi-monthly Show And Tell session/contest at the FEBRUARY 2024 Pikes Peak Division NMRA meeting. These rules apply to the bi-monthly "**salvage and resurrection**" events. This event was originally 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. This is the contest that was deferred from the November 2023 meeting due to my flat tire adventure (same tire flat twice in two days) and then deferred again due to Ute Pass being blocked for 2.5 hours due to a serious crash in the Eastbound lanes (jaws-of-life serious).

You've had an extra three months to get ready, so I'm hoping for a big turnout! If you participated in January, bring those again – I'm bringing one, so we could even have enough for a contest.

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.
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- 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).



The 44th TECO was a huge success. TECO benefited from great train show weather and attendance was near pre-Covid levels. We had great layouts and great vendors, some of them were new and I hope we gave them a good time.

Not much more can be said about the TECO staff- for the most part, we are a well-oiled machine. Of special note, is Mike Peck who had resigned, but selflessly stepped in when Amber had to step away from her duties due to her father's illness. John Emmot for organizing the setup plan, staying up until the late hours of the night and going back and forth with me as new vendors signed up. Special thanks to Jon Wickham, PMRA, and his brother Kim. They did the work of yeomen in helping us keep the pre- and post-show chaos in check. Thank you all.

God willing we'll do it all again in November.

Elizabeth Maline

Chairman

Treating Expo Colorado - TECO

February Wavy Rails

By Joe Costa



Associated Press

Emergency responders look over an Amtrak train derailment on Tuesday Jan. 30, 2024, near Keenesburg, Colo. (KMGH via AP)

DENVER (AP) — An Amtrak train crashed into a truck carrying milk at a northeastern [Colorado](#) rail crossing, badly injuring the engineer and sending three passengers to a hospital for treatment, authorities said.

The truck driver, a 31-year-old man from Fort Wainright, [Alaska](#), drove through the crossing, which has a stop sign, and did not yield to the approaching Amtrak train on Monday night, Colorado State Patrol spokesperson Sgt. Troy Kessler said Tuesday. Neither he nor a male passenger were injured, he said.

The engineer, a 42-year-old man from Park City, [Utah](#), was airlifted to a hospital with life-threatening injuries, but Kessler did not have any more information about his condition. Amtrak spokesman Marc Magliari said he couldn't discuss the injured worker's condition.

California Slide



With all the rain in Southern California things went coastal between Los Angeles and San Diego. The trail above the tracks has been repaired but the tracks need more work to be totally safe. They set up a bus detour around the area. This was not a case of human error but Mother Nature being a mean mother.

Hopefully, in three years Brightline west from LA to Vegas will be a reality. The STB and labor unions have been crossing dotting their eyes and crossing their teas.”



TECO Train Show

Between doing an Operation Lifesaver, a clinic about lasers and helping out at the front desk, I barely had time to check out the show.

Thanks to Mark for setting up my modules and replacing a dubious section of track which was infamous for derailing trains.

I did not get a chance to run my Operation Lifesaver engine, but I did get to take a beauty shot on a siding.



I also got to test out my O-gauge flashing Operation LifeSaver box car on our neighbor’s layout.

Got to check out the flashing light on my Lionel Operation Lifesaver car. Don’t pay any attention to the flat cars carrying hazardous nuclear waste.



Close to our Operation Lifesaver table was a very informative crossbuck I’d like to talk about.

SIGNY

This poor sign has been altered to protect the guilty but retains some educational value. First, it has the crossbuck Railroad Crossing “X” on top.

Then it has the "TWO TRACKS" warning information. That means there are two tracks at the crossing. Sometimes, there are two trains running in the same direction. Impatient drivers sometimes zoom across the cross the instant the FIRST trains passes by only to get hit by the hidden second train, sometimes fatally.

Finally, on the bottom

It is a sign you would never actually see on a crossing post but was very important in the old days of steam: "Attention: DO NOT FLUSH WHEN TRAIN IS IN THE STATION."

Back in the old days, sanitation facilities on passenger cars were no more sophisticated than what that tiny shed offered.



A more Elegant Toilet from Douglas Railroad Museum



Operation Lifesaver with Debbie

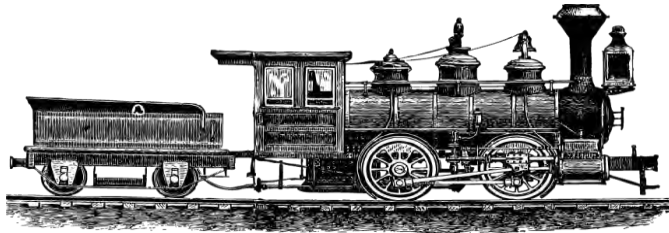


Debbie ran around the country in her RV collecting pictures of Blue ENS signs. The signs may be as big as a piece of paper, but you may not notice them from your car as you approach them from twenty feet away. What's even interesting is the number of signs she saw with Two Tracks or more warnings. I wonder what the record is?



E 29th St, Wichita, KS: The largest currently existing public railroad crossing in the US in terms of number of tracks (14):





Notes from The Siding

By John Emmot

We have a TECO show to cover this month. TECO 44 was last week in Colorado Springs. We had several out-of-town layouts asking to attend and many local and other vendors at the show. In spite of the winter weather on Friday, the setup went well, and all was ready for Saturday morning. I was even railroaded to sell tickets. It was a steady stream for most of the day. While Sunday fell off some, it was still a reasonable attendance in competition with a football playoff game. There were about 1250 adults and 400 kids to enjoy the show. The weather this weekend would seem to make it a good thing that our TECO show got moved by a week. In addition to all the local layouts, the Colorado Great Western RR, DeNTrak, Centennial State O scalars, Ophir Loop, Estes Valley Model Railroaders, Colorado Z scalars, and Colorado Live Steamers all had layouts or displays present. The Pikes Peak Division had a 40X36 foot boomerang layout. Mark and the folks had everything ready when Andy arrived with his pieces. Setup seemed to go well, though I was mostly occupied with getting all the other layouts to their places. The layout ran well. I know that Dave Blackham, Dave Gonce, Charles Marchbanks and Lindsey, Tony Pawlicki, Andy Bucu, Mark Fuerstenberger and Lisa, Myron Gelsing and Mary, and I ran trains. Dave Solley said he hoped to run on the PPD, but I don't know if he did. He and his wife did get a stint with the switching puzzle. I hope I didn't miss anyone. I wasn't at the layout much of the time, so I don't have full knowledge of what went on. I did see 55 covered hoppers on a Tony train. I found a DCC loco to handle a small MoPac consist and the onboard camera to document the layout. Mark ran some large UP machines and Charles moved his mixed freight. Mark also said he has some new modules in progress that may appear in the next show.

The other TECO layouts were a good variety of returns and newcomers. I had never seen Z scale modules before, but they were great. The Ophir Loop is an offshoot of the Near-Sighted Narrow Gaugers and has a perfect model of Ophir on the Rio Grande Southern. The Colorado Great Western and Centennial State O scalers had been here before. The PikeMasters Fre-mo is evolving into a great operating display.

On Friday some of the PPD members attended the services for Alan Hutchins. He passed away on Monday. He was a long-time member of the Division and a great model builder. His specialty was open loads. Bill LaFollette related that he gave Alan his first Athearn bluebox model in 1982. He learned from there. While I only knew him as a railroader, we heard of his relationship with his Church and his support for their youth group activities. He will be missed by the Division and many other people touched by his life.

The Calhan project continues. We have made window-size pieces out of 4X8 sheets of polycarbonate. We hope to get some installed as soon as we get some warm weather. We still need to find some folks who can make the wooden window frames for the wooden caboose. While they weren't part of the vandalism, they are key to advancing the restorations. Some of the windows for the steel caboose will go in the metal frames and some will need their corners rounded to go in the rubber gaskets that hold them in place. Any direct help would be appreciated or if you know someone who might enjoy the activity, please direct them to me.

There was an offer made by Dave Blackham to provide a warm shop space at the Caliber Collision location in Falcon where the Division could do some module maintenance if anyone wants to do that. It would be a chance to have help with any projects or repairs needed on your modules or on the PPD 'owned' corners or Hi-line. For instance, the Lipper city module needs the power/telephone lines redone. We have discussed in the past adding 'cow sounds' to the packing plant corner. If you would be interested, please contact me or Mark. Time to be determined.

Along those same lines, is there any interest in a 'non-meeting' time to get together and just 'talk trains' from the membership? The regular meetings are somewhat structured, and we don't always have an opportunity to just BS about our favorite topics and projects. The obvious time would be a Saturday morning breakfast at a restaurant, but any evening might also be good for more folks? Again, let me know. If I get a couple of 'takers', I'll find a common time and place for us.

OK, time to close this out. I hope to see lots of folks 'round the roundhouse Friday evening.

John



The crowd at noon on Saturday



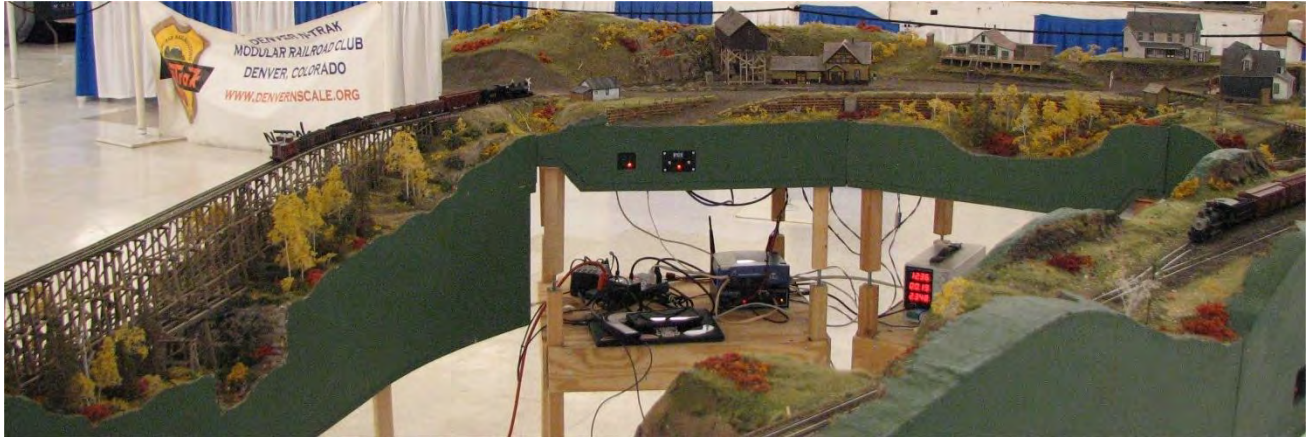
Z scale modules. Very nice.



The crowd at Preller's layout.



Centennial State O scale and auto race.



Ophir Loop in HO3.



DeNTrak N scale layout.



Colorado Live Steam 4-6-0



Bob LaHare with Ngeineer's NTrak.



Rocky Mountaineer crew.



Rob Allan's boyhood home.



PPD layout and folks.



Lindsey with Charles' UP and the trail of Tony's hopper string.



Myron's Pennsy meeting Mark's CP Rail



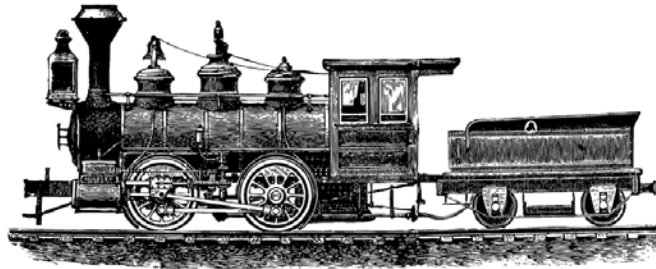
SlimRail On3.



Estes Valley N scale.



Colorado Great Western HO layout.



January 2024 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Mark Fuerstenberger at 7:04 in the community room of the Sand Creek Police Station. There were 16 members present and two visitors. Mark Heinzig who moved to Colorado from the Twin Cities and his father.

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 December meeting were approved as published in the Milepost. Dave was asked to update the officer list.

Treasurers Report

Tony was caught behind an accident on Ute Pass and was not present. There were no hard copies of the report, but Amber was able to display it on the screens. Income from the Pueblo rail car sales and the bank interest were deposited.

Expenses were payment to Jack for the Christmas cake and to the Colorado Secretary of State. The statement was accepted as submitted.

Announcements

Mark remembered the services for Jerry Hansz last weekend.

Kristin said Charlotte Mountz was in the hospital.

Elizabeth reported that there has been an overwhelming interest in TECO 44 in January. Because of the number of participants, we added Hall A along with Hall B, which we already had. TECO will be able to use both. Since the increased space requires greater insurance coverage, she announced that the NMRA and Rocky Mountain Region would cosponsor the TECO show to cover the extra insurance required. Thus, there is no need for the PPD to purchase the extra coverage from the NMRA. There will be an additional table for NMRA advertising. She also discussed the overwhelming need to generate maximum public attendance for the show. The increased cost of the bigger show has diminished the available funds of the TECO organization. Please pass out flyers

to every location you can and encourage your friends and neighbors to come. The need for volunteers to operate the switching puzzle was also discussed and a signup sheet was started.

Amber had the new PPD polo shirts that members had ordered from the November meeting for module operators and Division members at railroad events. They are blue polyester with the PPD logo embroidered on the upper left chest area. They cost \$35 each in various sizes and ladies' styles with members paying \$20.00 for each one and the PPD treasury subsidizing \$15 for each one.

He reminded everyone of the signup sheet for programs in 2024.

Mark Heinzig brought a Great Northern passenger car that he had recently painted and decaled. He talked about its use and history.

John had an in progress auxiliary water car for the Denver and Salt Lake Railway.

Program

Elizabeth and Mike Maline had the program. It consisted of a photo essay of their summer road trip through the railroad attractions of southwestern Colorado. It was interestingly displayed with a map to show the location of each of the points of interest.

Drawing

There was no drawing.

Contest

There was no contest.

The business meeting was adjourned at 8:30.

Pikes Peak "N" Gineers Model Railroad Club

By Mike Peck



Chris Dueker's photo during TECO 44

Superintendent's Corner

Here we are starting February already, January was a cold and busy month. Looks like we'll be able to have run sessions every Saturday this month. We could have some guests show up on a Saturday for a visit or ask to be a member of the club. We passed out a lot of our club flyers over the weekend, so we shall see!

Now that I have brought up the subject of club flyers, we will need to go on some of the club field trips we didn't do last year so we can get new photos to put in an updated club flyer. We have a few remaining.

We might think about a club train trip. I heard mention C&T and D&S. The club layout and sales table were near the Rocky Mountaineer booth, I sort of hit them up for information about a group trip and included all the train clubs in town. I will know more later when I receive the information. This trip would be from Denver to Moab or Glenwood Springs, be thinking about this as it could be a fun trip.

TECO 44

Yes, we did have some electrical glitches but were able to get them fixed. We did experience some other issues with the track junctions. I'll be working on an information sheet to help you repair some of these issues. As far as I know, none of us has done any maintenance to our modules. In time connections get dirty and don't connect correctly so may need to be cleaned. Earl & I have noticed that some of the rail joints in the middle of modules are popping up. After I fix a couple of these, I'll have a better grasp on explaining what is happening and how to fix it.



John's photo of layout and sales table.



Terry's photo of the layout.

Sales went very well on Saturday. Mary did a great job of selling off a bunch of the Japanese trains and engines, we have a few in stock, so we're getting there.



Mary works at the sales table.



Steve got to stop by for a visit.

Garden City Boot Hill Show

Club members attending this show will leave Colorado Springs at 8am and meet at Christine's restaurant in Rocky Ford for breakfast. After breakfast we will head to Garden City and check in at our hotels and then go over to the fairgrounds and start set up. We will be in the smaller building on the west side of the fairgrounds. I hope to have a map for you by then. If you haven't made your reservations yet it's time to do so.

Fun Shot



The Gifts in Hawaii with Georgetown Loop logo!!!

In Memoriam

Alan Hutchins, long time member of the NMRA Pikes Peak division passed away. Alan was the brother of one of our past members, and yes, my CRS has kicked in as I can't remember her name.



Terry's photo of Bob at the sales table. Note the stack of train cases on the end of the table. Not long after this photo was taken, Mary sold six of those sets.

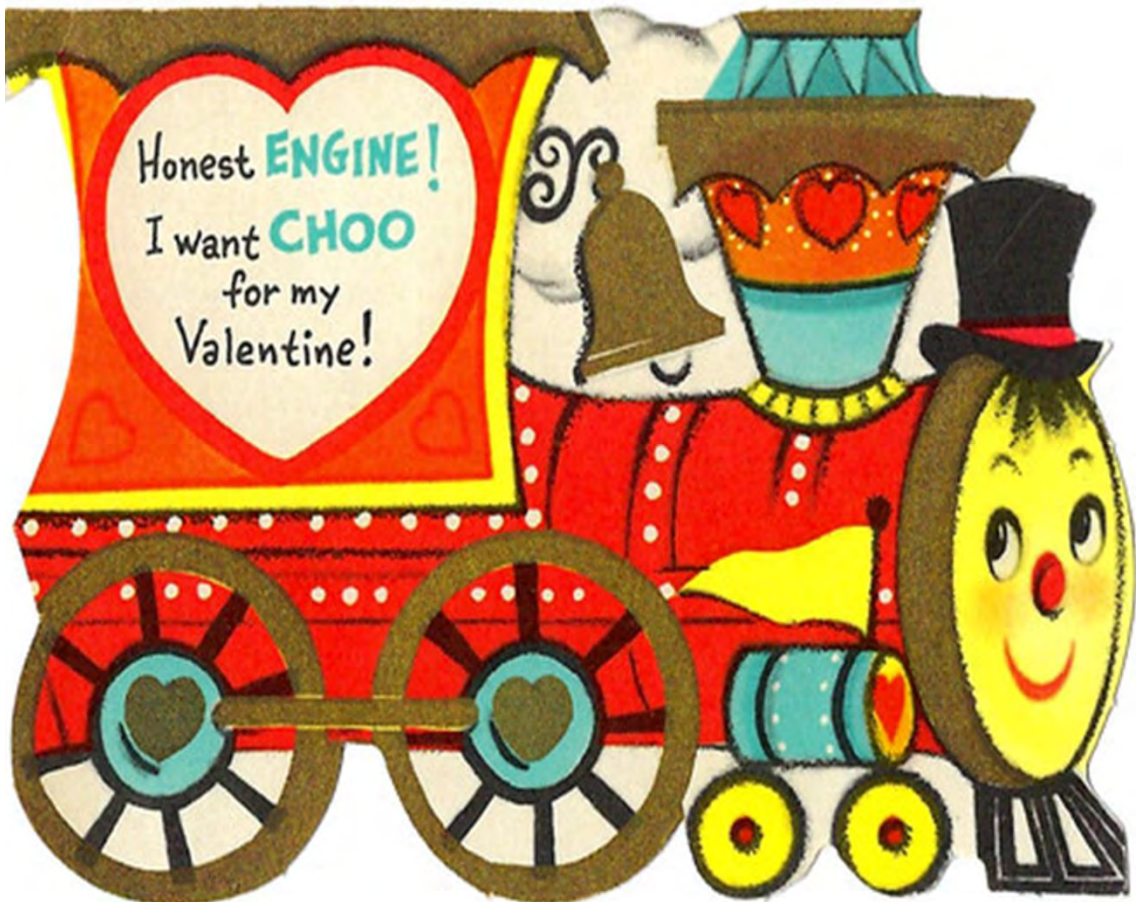
Editor's Notes

I want to thank all of you who have sent me photos for Railhead. Keep them coming!! I do need some articles from you as well. Any railroad-related story will work.

If you have anything you want to sell let me know and I'll put it here and see if there are any takers. Remember to get with Ron at the Board meeting to order any Micro-Trains items you may need.

Lighter Rail

By Kristin Phillips



Happy Valentine's Day!





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

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