



The

Milepost

Volume 43, Number 7 – July 2023

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



NEXT MEETING:

Friday, July 14th, 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: Harvey Houses

October 13th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: {to be determined}

November 10th, 2023 (Friday)

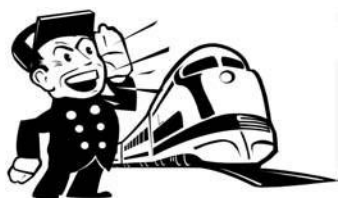
NMRA-PPD monthly meeting

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

December 8th, 2023 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 43, Number 7, July 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, July 14

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>

This year's programs in greater detail:

- July 14, 2023 - Southern Pacific Daylight SP4449 - Part 2 - by Mark Fuerstenberger
- August 11, 2023 - Virginia & Truckee Railroad - by Mike Maline
- September 8, 2023 - Harvey Houses of the Southwest / Harvey Girls - by Kristen Phillips
- October 13, 2023 - still TBD
- November 10, 2023 - still TBD
- December 8, 2023 - No Program / Christmas Party

Editor's Thoughts

You may recall in a past Milepost I had mentioned that trackside defect detectors are in use by many railroads. However, the thresholds and how they are monitored these defect detectors plays a keen role in how successful they are used to avoid catastrophes, such as the one that occurred in Palestine, Ohio.

Track side defect detectors are devices used in the railway industry to monitor trains as they pass by and detect potential defects or anomalies in the rolling stock or track. These detectors are typically installed along the tracks at specific locations to continuously monitor passing trains.

The primary purpose of track side defect detectors is to enhance the safety and efficiency of railway operations by identifying any abnormalities that could lead to accidents or disruptions. Here are some of the things they can detect:

- Track side defect detectors can measure the temperature of the wheel bearings on a passing train. If a bearing is overheating, it can indicate a potential failure, which could lead to derailment or other issues. Infrared sensors or thermal imaging cameras are used to measure the temperature of the wheel bearings. These sensors can detect elevated temperatures indicating overheating.
- These detectors can detect objects or parts of a train that are dragging along the track, such as a broken coupling or loose equipment. This helps prevent damage to the train and track infrastructure. Optical or laser sensors can be employed to detect irregularities or protrusions below the train, indicating dragging equipment. These sensors can detect changes in the track profile caused by objects in contact with it.
- Defective wheels can cause vibrations, uneven wear, or other issues that affect train performance and safety. Track side defect detectors can identify wheel flats, out-of-round conditions, or other abnormalities that could require maintenance or replacement. Ultrasonic or acoustic sensors are used to analyze the sound waves produced by the wheels as they roll over the rails. These sensors can identify abnormal acoustic patterns caused by wheel defects such as flats or out-of-round conditions.
- Excessive heat in an axle can indicate problems with the bearings or other components. Defect detectors can identify such issues and alert maintenance crews to take appropriate action. Similar to hot wheel bearings, infrared sensors or thermal imaging cameras can be used to measure the temperature of the axles and identify overheating.
- Over-height or over-width load detectors can measure the height and width of passing trains to ensure they comply with clearance requirements. If a train exceeds the allowable dimensions, it may pose a risk of colliding with structures or obstacles along the track. Laser or optical sensors are employed to measure the height and width of passing trains. These sensors can detect any trains exceeding the predefined clearance limits.
- Track side detectors can measure the impact forces exerted by the wheels on the track. This helps identify excessive forces that could damage the track structure or indicate issues with the train's suspension system. Strain gauge-based sensors or load cells embedded in the track structure can measure the forces exerted by the wheels on the track. Changes in these forces can indicate excessive impacts, highlighting potential wheel or track issues.

The specific capabilities of a detector may vary depending on its design, technology used, and the requirements of the railway system. The goal is to identify potential defects or irregularities early, allowing for prompt maintenance or corrective actions to ensure the safe and reliable operation of trains.



IoT (Internet of Things) technology plays a significant role in track side defect detection systems by enabling the collection, analysis, and transmission of real-time data from various sensors and devices. Here's how IoT contributes to track side defect detection:

- IoT allows for the integration of a wide range of sensors, including thermal, acoustic, ultrasonic, optical, and more, into the defect detection systems. These sensors capture data related to various parameters such as temperature, vibration, sound, and physical dimensions. IoT technology enables seamless connectivity and integration of these sensors into a unified system.
- IoT-enabled defect detection systems gather data from multiple sensors located track side. This data includes information on wheel condition, track condition, train parameters, and environmental factors. IoT technology facilitates the efficient collection, aggregation, and synchronization of this data, allowing for a comprehensive view of the railway network's health.
- IoT enables real-time monitoring and analysis of the collected data. Advanced analytics algorithms and machine learning techniques can process the data to identify patterns, anomalies, and potential defects. Real-time monitoring allows for prompt detection of abnormalities and immediate alerts to maintenance personnel, enabling timely intervention and reducing the risk of accidents or disruptions.
- IoT enables remote monitoring of track side defect detection systems. Maintenance teams can remotely access the data, monitor system performance, and receive notifications of critical events or equipment malfunctions. This facilitates proactive maintenance and reduces the need for manual inspections, improving efficiency and reducing costs.

- By leveraging the data collected through IoT, defect detection systems can provide valuable insights for maintenance planning and decision-making. Historical data and predictive analytics help identify trends, predict potential failures, and optimize maintenance schedules. This approach enables more efficient allocation of resources and reduces downtime for maintenance activities.
- IoT-enabled defect detection systems can seamlessly integrate with centralized railway management systems. This integration enables the exchange of data and alerts between the defect detection system and other railway operations systems, such as train scheduling, asset management, and maintenance planning. It fosters a holistic approach to railway management and facilitates better coordination between various subsystems.

Overall, IoT technology enhances track side defect detection systems by enabling real-time monitoring, data analytics, remote maintenance, and integration with broader railway management systems. This leads to improved safety, operational efficiency, and cost-effectiveness in railway operations.

On a totally different subject, over the years I've maintained a web site on which I've attempted to compile a glossary of model railroad related terms. A glossary is a useful tool in various fields and domains to provide definitions and explanations of key terms and concepts. It serves as a reference guide, particularly when dealing with technical or specialized language that may be unfamiliar to readers or participants in a specific field. Here are a few reasons why a glossary is beneficial:

- A glossary ensures clarity in communication by defining and explaining terms that might be ambiguous, complex, or subject to different interpretations. It helps readers or participants grasp the meaning of specific terms and promotes a common understanding.
- A glossary enhances accessibility, especially when dealing with technical jargon or industry-specific terminology. It allows individuals who are new to a field or topic to quickly understand the language used and become familiar with the key terms.
- Glossaries help maintain consistency in the usage of terminology throughout a document, publication, or project. By providing standardized definitions, they ensure that everyone involved uses the same language and prevents confusion or misinterpretation.
- Glossaries serve as a quick reference tool, enabling readers to look up unfamiliar terms and acquire a better understanding of a subject matter. They can be particularly helpful in textbooks, academic papers, technical manuals, or any content where specialized vocabulary is used.

Recently I learned a neat way to display a pdf file, so instead of an html page I've converted my glossary to pdf, which allows folks to download it. I would like you to check [my glossary](#) out and if there are terms you think I should include please let me know, you don't even have to provide a definition I'll look one up.

Hope to see you all at Friday's gathering.

David

[Conductor's Corner](#)

July is here and the wet fourth of July is keeping my grass good and green - and growing. I hope everyone who attended our trip to the museum in Golden enjoyed it as much as I did. We can all give both John E. and Dusty T. one great HOOO RAAA!!!

This month, David S. will be giving us all a complete update on the layout tour that's coming up soon. Remember that not going on this tour means that David did a of work for nothing, and the hosts did the same. Make sure you attend. See you at the meeting.

Wade Mountz
Superintendent

Layout Tours

By David Solly

Specific instructions, addresses, and directions will be given out at the Division Meeting (or by contacting David Solly at (719) 338-8995 or drdsolly@att.net.)

The schedule to date is:

- Saturday August 5
 - Paul Petty 10am - 7pm Woodland park
 - Mike Wilson 12pm - 4pm Woodland Park
- Sunday August 20
 - Bob Foltz 12pm - 4pm Westside/Rockrimmon
 - Jeff Cahill 12pm - 4pm Westside/Rockrimmon
- Saturday August 26
 - Bob Bandy 12pm - 4 pm Monument
 - Steve Jankowski 12pm - 4pm Monument
- Sunday August 27
 - Mike Maline 12pm - 4pm (Tentative) Falcon
- TBA
 - John Campbell
 - Ken Rambo

Drawing Prizes Preview

By Tony Pawlicki

“Teaser” preview of *some* prizes available at the drawing during intermission at the July 2023 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 drawing.)**

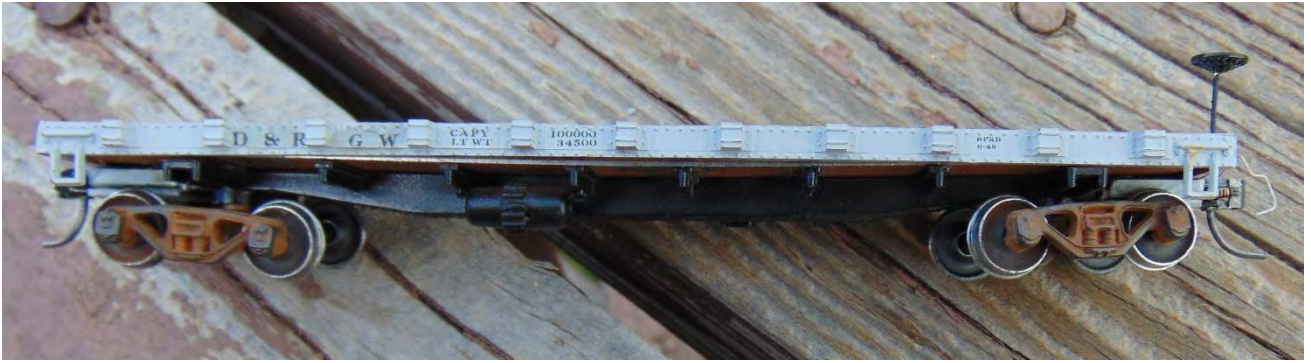
(Some of) The July Meeting Offerings

DRGW unnumbered, HO scale 40-foot flat car. Athearn model. Gift of Alan Hutchins.

Features:

- As received:
 - Horn-hook couplers.
 - Plastic wheelsets.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
 - Missing vertical brake staff and brake wheel.
 - One missing stirrup step.
 - Glue globs on deck where there was apparently once a load.
- Added goodies (it’s a simple flat car, how much fiddling could it need? Well,...):
 - Removed glue globs from deck.
 - Replaced missing stirrup step with formed bronze wire.
 - Replaced horn-hook couplers with Kadee #5s.
 - Installed vertical brake staff and brake wheel.
 - Cut levers and associated brackets.
 - Replaced plastic wheelsets with weathered 33” Kadee wheelsets with shined treads.
 - Weathered trucks.

- Checked coupler heights (OK as-is).



PSPX 9213, HO scale 42-foot Phillips 66 tank car. Athearn model. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Plastic wheelsets.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Added goodies:
 - Toughened coupler pocket with 1-72 brass screw (Athearn coupler pocket plastic covers integral to center sill tend to sag).
 - Weathered trucks.
 - Replaced plastic wheelsets with weathered Kadee 33-inch wheelsets with shined treads (with usual coupler height check when replacing wheelsets or trucks; OK as-is).
 - Cut levers and associated brackets.



PENNSYLVANIA 66203. HO scale 40-foot, 50-ton box car. November 1939 build date. Intermountain model (stored in re-used Athearn carton). Gift of Alan Hutchins. (This little devil turned out to be more trouble than I expected; I'm referring to the model, not to Alan).

Features:

- As received:
 - Kadee #5 couplers.
 - Plastic wheelsets.
 - Underbody detail.
 - Four missing or broken off stirrup steps (drawback of using fragile plastic injection molding for fine details).
 - Four broken-off left side grab irons (again, the drawbacks to fragile plastic).

- Missing lowest rung on one side ladder.
- Cast-on rooftop grab irons, one missing.
- One missing side tab at end of cross-bearer (due to warping of thin-walled body shell).
- NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Added goodies:
 - Replaced missing lowest rung on one side ladder.
 - Replaced missing side tab at end of cross-bearer with styrene strip.
 - Replaced missing stirrup steps with formed bronze wire.
 - Replaced missing left side grab irons with plastic (sadly, still fragile, so not TECO-tough – really need engineering plastic or brass) parts from Branchline Trains Boxcar Side Details package 100016 (leftover from other projects).
 - Replaced missing rooftop grab iron with formed wire.
 - Weathered trucks.
 - Replaced plastic wheelsets with weathered Kadee 33-inch wheelsets with shined treads (with usual coupler height check when replacing wheelsets or trucks; Kadee 15-mil shim needed on B-end).
 - Cut levers and associated brackets.
 - Strengthened coupler pockets with 1-72 brass screws.



GCLX 5200, Glaser Crandell Co. HO scale 40-foot ventilated iced reefer model. Accurail model (stored in re-used Model Die Casting carton). Note: Atlas O Steam Era Classics offered an O-scale model of GCLX 5201; Atlas offered an N-scale model of GCLX 5200. There was a real Glaser, Crandell Co. that sold condiments. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Metal wheelsets.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
 - Cast-on rooftop corner grab irons.
- Added goodies:
 - NONE to preserve possible value as a collectible.



2023 RMR Annual Convention ***RAILS ALONG THE RIO GRANDE***



**The 2023 Rocky Mountain Region Convention
Rails Along the Rio Grande, November 10-12, 2023
Albuquerque, New Mexico**

**Convention Hotel
Marriott Pyramid North, Albuquerque, NM
505-821-333**

<https://marriott.com/abqmc>

**Convention Room Rate: \$131/Single
Hotel Link for Special Rate (Ctrl+Click):**

<https://www.marriott.com/events/start.mi?id=1683843866138&key=GRP>

Hotel Virtual Tour Link (Ctrl+Click):

<https://www.weselfwalk.com/atrium-marriott-pyramid-albuquerque/virtual-tour>

IMPORTANT DATES

Early Registration

before June 15th

Normal Registration

after June 15th

Late Registration

after Sept 15th

Convention Hotel Special Rate ends

before October 13th

Contest Forms 901 & 902

due by Nov 1st

Contest Entry & paperwork for NMRA judging

due by Noon, Nov 11th

Contest Entry for Popular Vote only

due by 4 PM, Nov 11th

Convention Activities

Friday, November 10

8AM - 11AM

Set up

Gallery Room, Marriott

1PM – 4PM

Model Entry,

Gallery Room, Marriott

6PM – 9PM

Clinics, Model Entry, Refreshments

Gallery Room, Marriott

Saturday, November 11

7AM - 9AM

Breakfast Buffet

Gallery Room, Marriott

8AM – 12PM

Model Entry, Clinics

Gallery Room, Marriott

12PM-1PM

Lunch for Contest Judges

Gallery Room, Marriott

12PM – 4PM

NMRA Contest Judging

Gallery Room, Marriott

6PM – 9PM

Clinics, Model Popular Voting, Refreshments

Gallery Room, Marriott

9AM-5PM

Rails Along the Rio Grande Train Show

Balloon Fiesta Park

Sunday, November 12

7AM - 9AM

Breakfast Buffet

Gallery Room, Marriott

8AM – 9AM

Model Contest Awards

Gallery Room, Marriott

9AM-4PM

Rails Along the Rio Grande Train Show

Balloon Fiesta Park

ALBUQUERQUE, NEW MEXICO



Old Town Albuquerque



Petroglyph National Monument

2023 RMR Annual Convention Form
RAILS ALONG THE RIO GRANDE
Albuquerque, NM November 10-12, 2023
Early Registration Form (Until June 15th)

Table with 3 columns: ATTENDEE, 1 Day*, All Days**. Rows include Primary, Each Household Family Member, Non-NMRA Member Primary Additional Fee, and Total Registration.

* includes one breakfast buffet, evening refreshments
** includes two breakfast buffets, two evenings refreshments

Primary + Family (household) members attending: _____

Names (to appear on badges): _____

Local Division: _____

Please circle: 1 Day or All Days

Table with 5 columns: Dates, Nov 9, Nov 10, Nov 11, Nov 12. Rows for Planned Arrival Date and Planned Departure Date.

Please make checks payable to: Rocky Mountain Region

Print this, fill out, and Mail form and check to:

Rocky Mountain Region Convention
c/o Denny Krausman
9609 Silver Hill Cir
Lone Tree, CO 80124-5420

Prices subject to change, registration cost increase after June 15th

Point of Contact: Gary Myers, garymyers06@comcast.net, 720-837-4393

Point of Contact: Denny Krausman, dkrausman@msn.com, 303-880-1879



**AT&SF 2926 Restoration
ALBUQUERQUE, NEW MEXICO**



Museum of Nuclear Science & History



Sandia Peak Tram



San Felipe de Neri Church



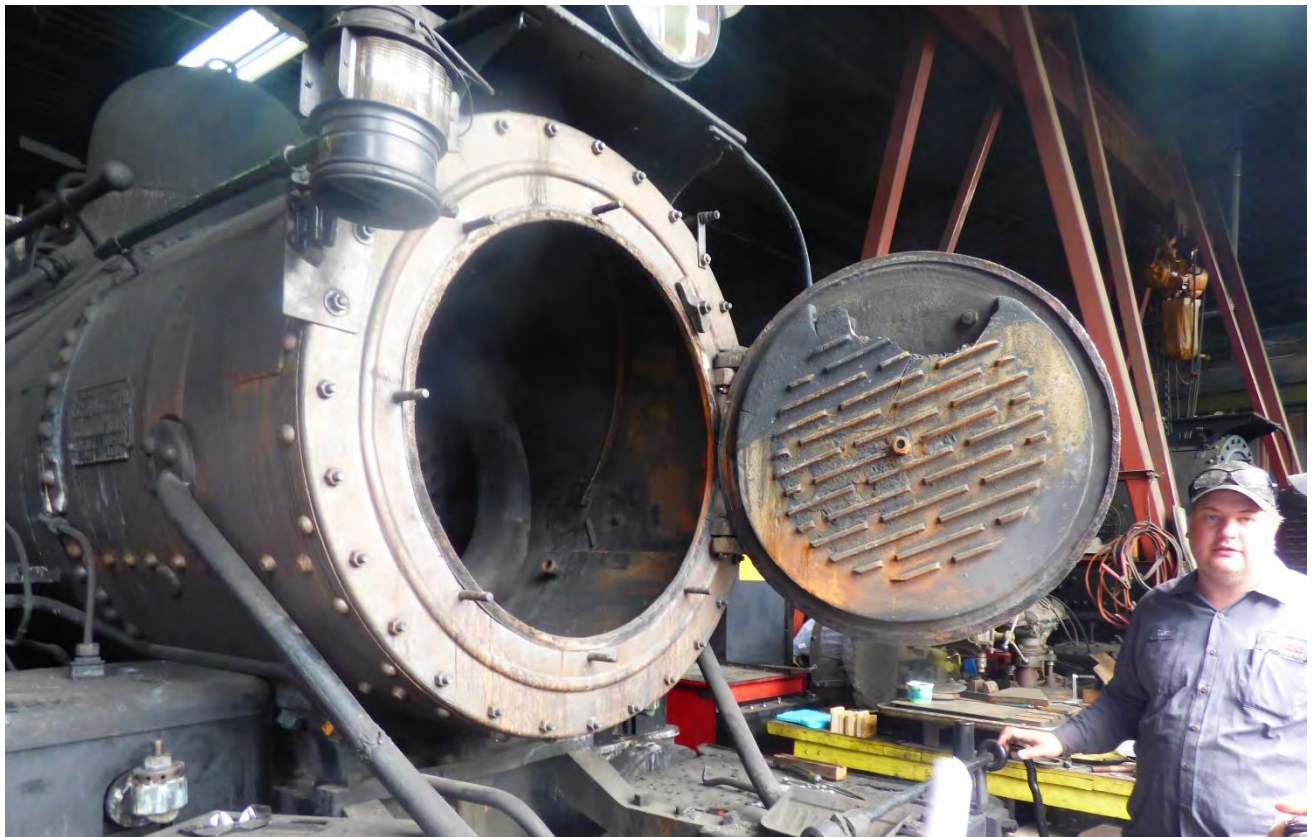
Explora Science Center & Children's Museum

PPD Visits Colorado Railroad Museum

Photos by Charlotte Mountz









July Wavy Rails

By Joe Costa

I found this picture from seven years ago in Eureka, Missouri:



Norfolk Southern Zombies

But first, a thumbs up for Norfolk and Southern for supporting Operation Lifesaver:



Sheer coincidence that the road numbers match:



Modern locomotives are complicated pieces of equipment that support multiple functions. One function is the generation of electricity by burning oil — except for commuter or passenger trains like subway, trolleys or the Acela passenger train which gets power from rails or overhead wires. Another function is transferring power to electric motors in the trucks for propulsion or braking. Some locomotives are “zombies” that get their electric power to move or brake from normal locomotives.

These locomotives are called slugs:



The slug here does not have a diesel engine which is why it is lower in height.

There are lots of cables between the two units.

This slug with a hump in the middle has a little more functionality and also has no crew.



In a normal freight train unmanned “normal” engines may be located in the middle or end of the train to distribute tractive or braking power and operated in “remote mode.”

Battle for Tennessee Pass is Over

Justin Franz reported this in Railfan & Railroad magazine on railfan.com/Colorado-pacific-gives-up-bid-for-tennessee-pass/ Stefan Soloviev’s Colorado Pacific Railroad kicked off a battle with short line operator Rio Grande Pacific – which is currently trying to build a brand-new railroad in Utah’s Uinta Basin to tap into oil reserves there – back in 2021 when the latter was attempting to lease the line from UP. Rio Grande Pacific said it wanted to lease the line for both freight and passenger service, but that plan was later rejected after local communities raised concerns about the possibility of hazardous materials being moved over the route.

The [STB rejected the lease agreement on “procedural” grounds](#), arguing that such a “controversial” proposal to revive the long-dormant rail line in the mountains of Colorado required a more complete analysis instead of the more streamlined process RGP had hoped to employ.

Colorado Pacific, which owns the former Missouri Pacific Towner Line in eastern Colorado, had been among the objectors to the plan to lease the line and instead offered UP millions to buy it. UP did not take the deal.

The **Colorado Pacific Rio Grande Railroad** (formerly the **San Luis & Rio Grande Railroad**) is a [class III railroad](#) operating in south-central [Colorado](#). It runs on 154 miles of former [Denver and Rio Grande Western Railroad](#) tracks on three lines radiating from [Alamosa](#) and interchanges with the [Union Pacific Railroad](#) in [Walsenburg](#).

Much of the railroad is located in the [San Luis Valley](#). In 2022, it was purchased by [Stefan Soloviev](#).



The Rio Grande Scenic Railroad of Colorado was a heritage railway that operated from 2006 to 2019 in and around the San Luis Valley as a subsidiary of the San Luis and Rio Grande Railroad.

Kristin and I rode the tourist train up La Veta pass for one of their mountain top concerts.

If anyone can restore the freight line and maybe someday the tourist line to successful operation, it would be Stefan Soloviev.

No Opportunity to Ride the Trolley in Lisbon:



Micromark G-scale kit:



Or maybe a road trip.

Lake Superior Railroad Museum Offering Historic Trolley Rides



DULUTH, Minn. – The Lake Superior Railroad Museum has a new attraction that’s giving visitors a look back at Duluth’s past. Trolley rides are now being offered with admission to the museum. **This particular trolley was used in Portugal back in the early 1900s.** It’s now part of the museum because of the similarities to the trolleys used in Duluth at the turn of the century.

“Having a trolley that is authentic to that period like the one that ran in Duluth gives our guests and visitors the experience of really stepping back in time and being able to appreciate what Duluth was like at the turn of the century and to take a ride just like citizens would have back right around the 1900s,” said Ken Buehler, executive director of the Lake Superior Railroad Museum.

Issaquah, Washington also has a Portuguese Trolley.



And, if there are no overhead wires, tow your own generator.



And, these folks had a link to the Spring 2020 "The Transfer" electronic newsletter of the Oregon Electric Railway Historic Society with a twelve-page article by Richard Thompson about Portuguese Trams Imported by Gales Creek Enterprises (1974 - 1993).

Back to Europe! Commuter train in Bilbao near the Guggenheim Museum:



Amsterdam Commuter Train

Every few minutes one of these would zip by our docked cruise ship.



The Queen's Engine

Outside Windsor Royal Station is this replica of the famous classic steam engine:

The locomotive is a full-scale replica of the GWR Achilles class 4-2-2 locomotive No. 3041. It was built in 1894 and originally name "Emlyn" after Lord Emlyn, Chairman of the Great western Railway Company. Repainted in 1897 in GWR livery, the great locomotive, 57 feet long was renamed "The Queen" specially to pull the six new carriages of the Royal Train. No examples of these locomotives survive today and "The Queen" (later renamed "James Mason") was withdrawn from service in 1912.





The Mystery Speeder Revealed

After leaving Windsor we came across this mystery speeder we knew we had to research when we got home:



Autonomous cars aren't the future—they're already here and in use in London. Heathrow Airport swapped two diesel buses for 22 electric pods that shuttle passengers from Terminal 5 to the parking lot without the help of a driver.



10 Obscure Railcars Explained In 10 Minutes!

https://www.youtube.com/watch?v=D14Is_gcvfA

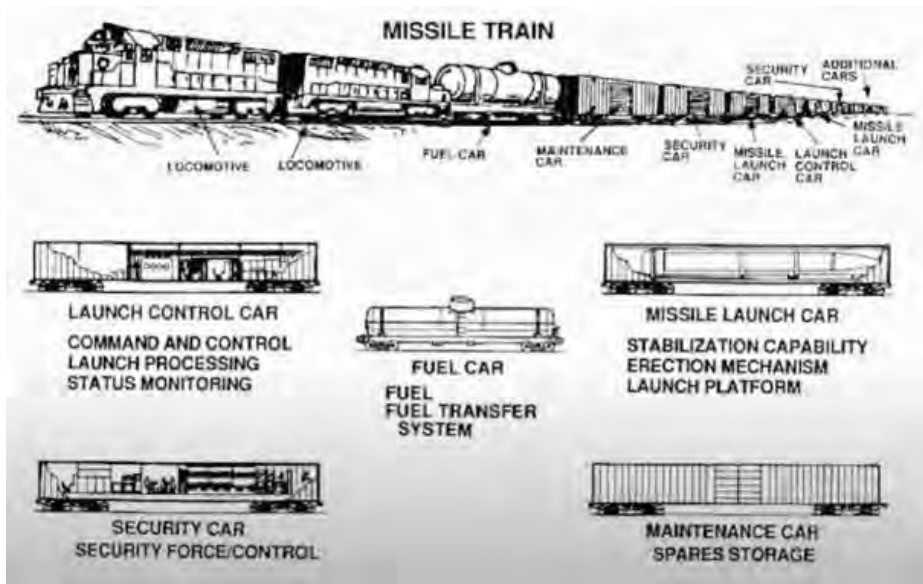
Vertical Vega Carrier:



Boxcar Caboose:



Missile Train:



The video also talks about scale cars, torpedo cars and Schnabel cars.

Winner of the Cutest Weapon of Mass Destruction:

CHINA'S DOOMSDAY TRAIN

Nuclear weapons would be carried around on high-speed train

DF-41 Missile

Range: **9300 miles**

Length: **80 ft**

Speed: **19,800 mph**

Weapons: **10 warheads**



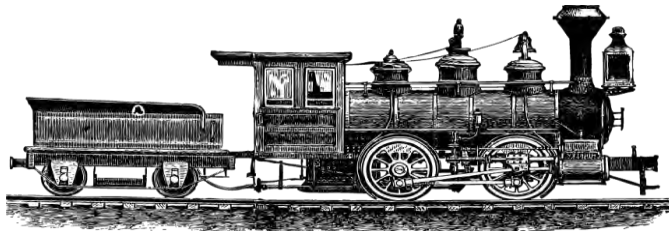
High speed train

Top speed: **220mph**

Big Boy Rescues Stranded Freight Train!



<https://www.youtube.com/watch?v=JkJRslmY-0U>



Notes from The Siding

By John Emmot

It's been an eventful month. The PPD conducted a visit to the Colorado Railroad Museum in Golden on June 21st. We had a very good turnout of folks who had a great time looking at the displays and learning from Dusty's discussions of the equipment under restoration at the facility. Everyone arrived near on time with time to wander around the grounds and visit the roundhouse before lunch. The lunch was KFC delivered to the museum by Grubhub and paid for by the Division. A big thank you to Dusty Thomson for planning and guiding the tour. A good time was had by all. I even got a copy of a page out of the Official Railroad Equipment Registry that I was missing. :-)









Along with the good, there must be some bad. We found in June that vandals had visited the railroad park in Calhan. The steel caboose, that we all thought was secure, was the focus of their efforts. They broke out an end window and cracked several others. These are industrial safety glass windows. It takes a lot of effort to even damage them. Once in, they found the spray paint and marked the walls and vinyl seats. They also entered the passenger car and painted graffiti through it. As it turns out they have returned at least twice since then and broken more windows and left more mischief. The most recent time they dumped the twenty boxes of Rock Island railroad forms

and records that we had stored in the caboose. Colorado Crime Stoppers is offering a \$1,000 reward for information leading to the arrest and conviction of the perpetrators.



On the happy front at Calhan, we have two items. A couple of weeks ago a professional track laying crew laid four sections of track for a new line we are building to operate our Fairmont speeder on. This weekend a volunteer crew from the Como Railroad group came down and laid two more sections of rail. That makes a total of 235 feet.





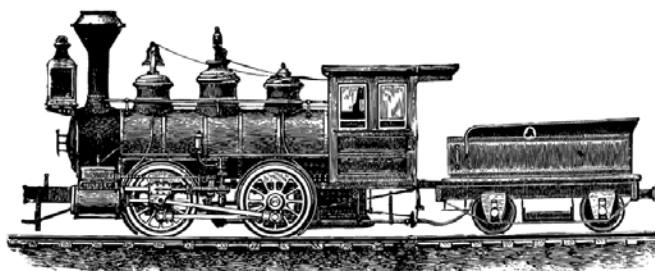
And on an even HAPPIER front, a new roof was installed on the depot building this weekend. This is a major milestone in the long journey to create a railroad park and display area for the town of Calhan and preserve the historic Chicago, Rock Island & Pacific depot building. Much credit goes to Mark Fuerstenberger of Classic Homes who put us in contact with Scheffe Roofing in Colorado Springs who was able to provide the roof. If anyone has been damaged from the recent hailstorms, I can unequivocally recommend the Scheffe Company (719-390-8736). This is a major boost to our plan to preserve this piece of history.



I hope some folks went to the downtown rodeo parade on Saturday to support Mark and Amber's Chuggy train and the YMR kids. I wish I could have seen it and I hope someone has pix.

On a personal note, I am making good progress in creating the slide valve cylinders in HO scale that are needed for Moffat locomotive models. It starts with an old time Mantua cylinder set and includes some significant 'machine work' to fix the profile. It's not perfect, but it beats anything else I have found. For those who wonder, milling with a Dremel tool takes patience. I can say that working with 1/87th parts fits my physical capabilities much better than the 12 inch to the foot versions :>(.

Time to get this to Dave. Hope to see lots of folks 'round the roundhouse this week. Please attend.



May 2023 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Wade Mountz at 7:08 in the community room of the Sand Creek Police Station. There were 17 members present, including two we hadn't seen for a while (Bob Haggart and Paul Petty).

Secretary Report

The minutes of the May meeting were not brought up for approval.

Treasurers Report

Tony had provided an email update to the officers on activity in the PPD bank account and he passed out hard copies at the meeting. The statement covered the income and expenses (purchase of cars from Jack for Christmas presents) from May. The statement was accepted as submitted.

Wade asked about updates of members conditions. There were none.

Chairperson Reports

Wade mentioned the Rocky Mountain Region Convention in Albuquerque, NM in November. He noted the substantial discount for early registration.

Wade called the question if the PPD wanted to "cover cost of lunch for those who attend the visit to the Colorado Railroad Museum on June 21". Motion passed with no limits or specifications included.

John asked for a show of hands of those who wanted to go. 14 hands were raised and one of those said they would be 3. Some said they would prefer Chick-fil-A over KFC, but there was no discussion or decision made. John asked if anyone had any experience with Grubhub, but there wasn't any. Amber downloaded the app. We'll have to figure out how to use it. There was no discussion of carpooling for the trip. Several said they would drive themselves.

David Solly was announced as the layout tour chairman. Wade said there had been as many as a dozen positive responses from hosts. It was noted that was more than anyone could visit in a day. Dave will find a date and a host list and get it in the Milepost.

Elizabeth did a quick survey of preferred dates for the Division picnic. It was determined that July 29 would be the date. Attendees are advised to coordinate their side dishes with Elizabeth. She will determine a main course and supplies and submit the cost to the Division for payment. The picnic will be held t the Maline residence at a time to be announced.

Wade noted that the Division had the new trifold brochures for folks to take for distribution at shows and hobby shops.

Mark reported that the module group didn't have anything for now, but that they are working with the Youth in Model Railroading for the Colorado Springs 4th of July parade to be held on Saturday the 8th of July. They will have Chuggy with a redesigned train and hope to have some young 'outlaws' to rob the gold from the train. It sounds like fun. Please try to attend to show your support of model railroading in Colorado Springs.

Wade asked for information about the layout in Pueblo that is for sale. Everyone agreed that the only information was in the email sent to Joe Costa and a follow-up picture list to Wade. It was discussed that unless one of our members wanted it, there wasn't much we could do except 'advertise' it in the Milepost and website.

After a short refreshment break, we moved to the program.

Program

Charles Marchbanks presented a slideshow and discussion of the progress on his home layout. He talked about his original plan and how it had evolved to the present time. He showed the construction of some of the buildings and their arrangement to support rail traffic. He also told how he created the excellent cloud detail on his backdrops.

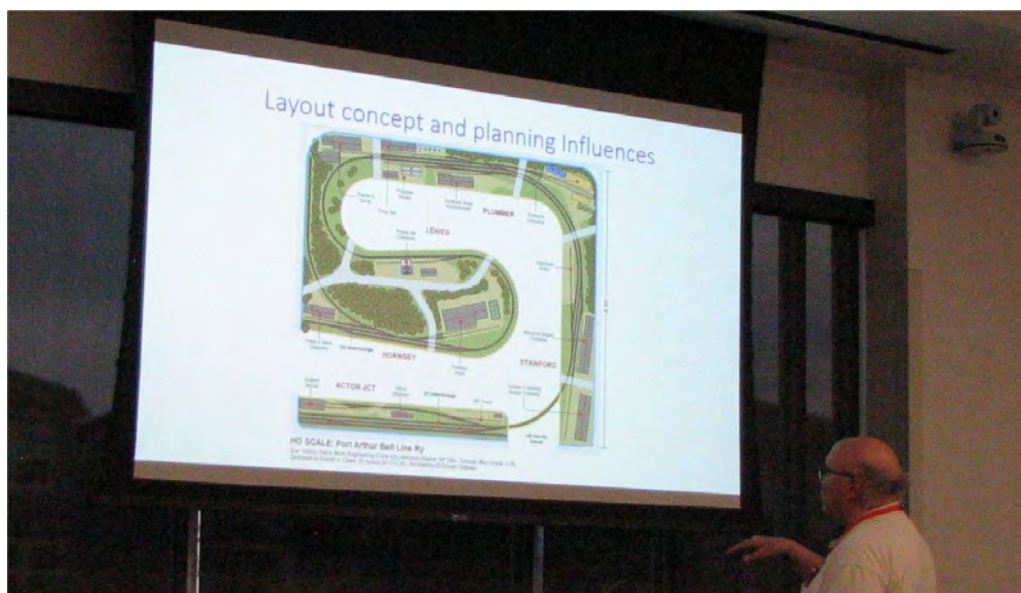
Drawing

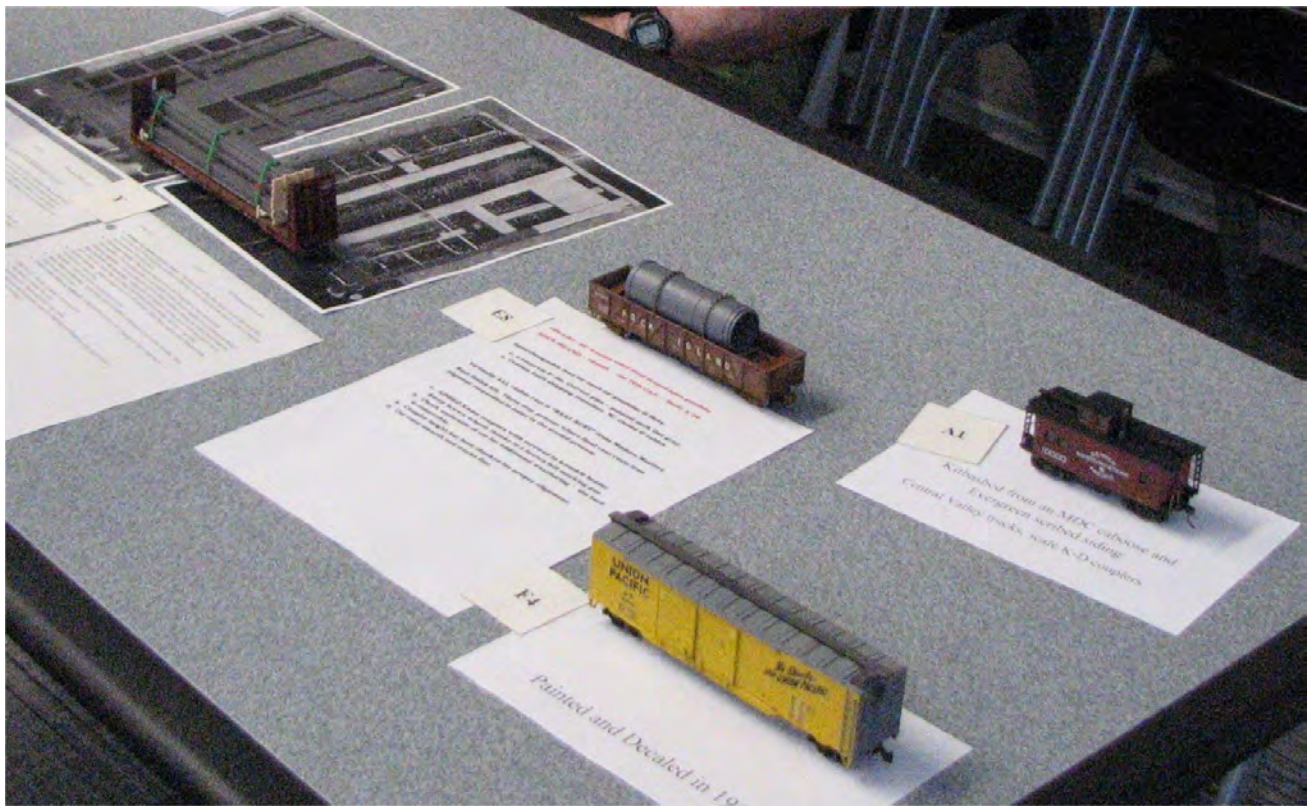
The monthly drawing was held with items from Alan and Tony's shop.

Contest

There were several entries in the rollingstock contest. First to Tony's pipe load, Second to Wade's gondola load and third to John's caboose. Unfortunately, the photographer didn't get individual pictures.

The meeting was adjourned at 8:52.





Pikes Peak “N”Gineers Model Railroad Club

By Mike Peck



A couple scenes from the club room of Ron’s modeling work.

Dinosaur Resources Center Show

The membership will be setting up the T-TRAK modular display and the switching puzzle at the Dinosaur Center starting at 3pm on Friday July 14th. Our hours for Saturday are 9am to 4:30pm. Our hours for Sunday are 10am to 3pm followed by tear down.

It could be hot during our stay so bring extra water to drink. Bring any dinosaurs you may have to add to the display.

Our Rocky Mountaineer train trip in Canada, Part 1

It all started back in March 2022, a couple of months before our 19th Anniversary, when Connie and I were discussing what to do for our 20th Anniversary. After a few days and several discussions, we decided on taking a Rocky Mountaineer train trip in Canada. We started by making the reservations

a year in advance just to ensure we'd be able to make the trip. There were plenty of arrangements to make, not just the RM trip itself, but we had to get there from here (we chose to fly). We also had to plan for international travel, having Canadian money on hand, as well as trip insurance in case something happened with the RM trip or us.



Route map

The Rocky Mountaineer (<https://www.rockymountaineer.com>) has a number of trip choices, ranging from a two day trip, up to 12 days. We opted to go with the full 12-day roundtrip from Vancouver, BC, over to Banff, Alberta, up to Jasper, Alberta, and back to Vancouver. The actual train travel was just five days of the 12-day trip: two days over to Banff, bus trip up to Lake Louise, then another bus trip up to Jasper, and, finally, three days from Jasper back to Vancouver. Overnight stays were in hotels, not on the train. We decided to add a couple of days in Vancouver, ahead of the start of the train trip so that we could enjoy some sightseeing, as well as a day after we returned to Vancouver to take it easy before heading back home.

We flew from Colorado Springs to Vancouver Fri, May 5, and took a taxi to the hotel we stayed at. That evening, we walked around in the vicinity of the hotel, which is the same location as the Vancouver Convention Center, and Canada Place, a cruise ship terminal. There was a huge, and I mean HUGE, cruise ship docked there, the Crown Princess, which we saw leave the terminal the following morning while we had breakfast in the large lounge area with grand views over the bay.



Crown Princess

The next day, we took a coach sightseeing tour of the area. The first place we stopped at was Stanley Park, a large nearly 1000-acre urban park, a 'near-island' next to downtown Vancouver on the bay. There were some beautiful gardens, some cultural landmarks, monuments, and totem poles.

After Stanley Park, we crossed the bay over a landmark bridge, the Lion's Gate bridge and visited the Capilano Suspension Bridge, a very 'wiggly' foot bridge 230 feet above a river. On the other side of the river was a dimly lit rain forest, where suspended walkways were built. It made me feel like we were in the Ewok Forest (a Star Wars reference).



Capilano suspension Bridge

After we got back from the Capilano bridge, we walked around downtown Vancouver, and did some window shopping. There's a famous steam-powered clock there called the Gastown Steam Clock which toots a short tune every so often. It was very interesting to watch it do its thing.

The next day we took a horse-drawn carriage tour through Stanley Park late morning and saw a few more sights in the park that we didn't see on the bus tour the day before. In the afternoon, we attended a Vancouver Symphony concert in the Orpheum Theatre. It was a wonderful experience. The inside was absolutely gorgeous.

Photos will be on our website at: <https://ppngineers.org/RMTrip/Trip.php>

Superintendent and Editor's notes

July is upon us and a busy month it will be. Won't be long now before it will be the corporate meeting and elections for offices for 2024. Chris is stepping down from his position as paymaster and so we will be looking for candidates to take over his position. Haven't talked to Dave but he may want to resign as Station Master, we'll see. I would like to step down from the superintendent position and let someone else run the club. Just some issues for the membership to be thinking over before December.

The membership needs to set a date and time to go to the Moffat Museum, we need a decision by the July business meeting, or I'll set the date and we'll go from there.

I want to thank Chris and Connie for the first of two or three articles about their trip in Canada. Could be a possible trip to put on your bucket list. If anyone else has a train trip they would like to write about please do, the more the merrier.

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