



The

Milepost

Volume 44, Number 3 – March 2024

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



NEXT MEETING:

Friday, March 8th, 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 3, March 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: dave@bristow-family.org Thank you.

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Next Meeting on Friday, March 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>

2024 Schedule

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

Model railroading in America boasts a rich history, intertwined with the nation's fascination with the "iron horse." The journey began in the 19th century with humble beginnings, evolving into a cherished hobby enjoyed by generations.

While the specific inventor remains unclear, the 1830s saw the emergence of early model trains in America, often crafted by hand from wood and metal. These were primarily displayed as curiosities rather than actively played with. The true turning point came in 1891 with the arrival of Marklin, a German company that introduced the first mass-produced model train sets. This sparked a growing interest in the United States, with Lionel, founded in 1900, soon becoming a major player.

The 1920s ushered in the "Golden Age" of model railroading. Technological advancements led to the introduction of electric trains by Lionel in 1901, offering greater realism and playability. Lionel's success skyrocketed, with their trains becoming iconic in many American homes. Additionally, the 1930s saw the introduction of popular scales like HO (1:87) and O (1:48) by Lionel, further diversifying the hobby and catering to different preferences.

While Lionel remains a household name, it's important to acknowledge the significant contributions of other manufacturers who have shaped the hobby:

- MTH Electric Trains (founded 1983): Known for their high-quality, detailed locomotives and innovative sound systems, MTH caters to the high-end enthusiast market. They offer a wide range of scales, from O to Z, and are particularly renowned for their prototypically accurate models.
- Atlas Model Railroad Co. (founded 1949): Renowned for their precision-crafted trackwork and realistic locomotives and rolling stock, Atlas offers products in various scales, including HO, N, and Z. They are known for their commitment to detail and historical accuracy, making them popular choices for modelers seeking realism.
- Bachmann Industries (founded 1946): Offering high-quality, affordable trains in various scales, Bachmann caters to a broad range of modelers, from beginners to experienced hobbyists. They are known for their wide variety of locomotives and rolling stock, encompassing both modern and historical eras.

It's important to note that these are just a few examples, and numerous other manufacturers contribute to the diverse landscape of model railroading in America. Each company brings its unique strengths and focus to the hobby, offering something for everyone.

The production of model trains significantly halted during World War II, but the hobby roared back in the 1950s. This period saw a surge in popularity, with model trains becoming the number one toy for boys. The use of plastic revolutionized production, making trains more affordable and accessible.

The latter half of the 20th century witnessed continued growth and innovation. New scales like N (1:160) and Z (1:220) emerged, catering to smaller spaces. Additionally, the focus shifted from simply running trains to creating elaborate layouts, often depicting specific historical periods or fictional scenarios.

Today, model railroading remains a vibrant hobby in America. While its peak popularity may have passed, it continues to captivate individuals of all ages. Enthusiasts gather in clubs and at conventions, sharing their passion and knowledge. Modern advancements offer incredible detail and functionality, with digital command control systems allowing for precise control and realistic operation.

The history of model railroading in America is a testament to the enduring allure of the train. From simple beginnings to intricate layouts, it offers a unique blend of nostalgia, creativity, and engineering, ensuring its continued journey for generations to come.

David

Keepin' it on the Tracks

By Mark Fuerstenberger
2024 RMR Elections

On (2/15/24) 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. The email should look just like the example below. You have until (3/15/24) to vote.



Rocky Mountain Region NMRA has invited you to vote in the election: **2024 RMR NMRA BOD Election**

Voting is open from 02/15/24 8:00 am to 03/15/24 11:00 pm (America/Denver)

Login Information:	
Voter ID:	Mark Fuerstenberger
Voter Key:	#####

[Click Here to Vote](#)

(Clicking the above link will automatically log you in to vote)

If you have any questions, please contact your election administrator:
Eric Miller (silversanjuan@outlook.com)



Rocky Mountain Train Show

The Rocky Mountain Train show is coming up 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.

Rocky Mountaineer Trip

Mike Peck has been discussing the possibility of a trip on the Rocky Mountaineer. He will be doing a presentation at our May meeting to see who is interested in going on this fantastic trip. More details to come.

Drawing Prizes Preview

By Tony Pawlicki

“Teaser” preview of some prizes available at the drawing during intermission at the March 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 March Meeting Offerings

(who knows what some members may donate at the last minute?)

Set of Four HO Scale Stock Cars (Life Like models)

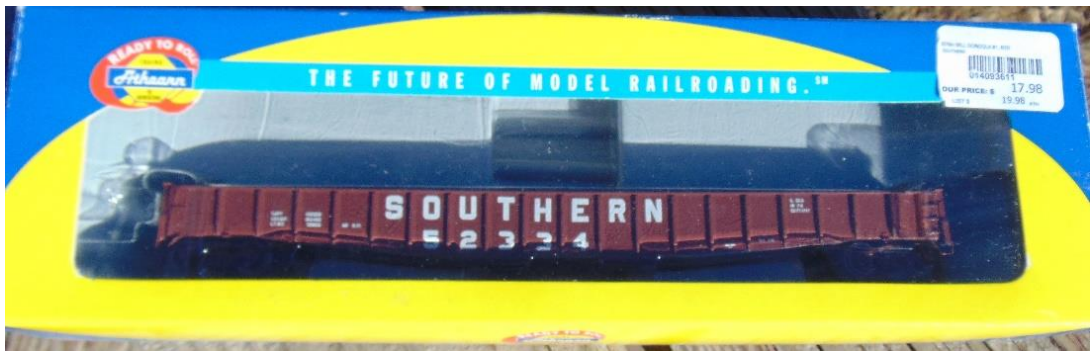
- 3 Swift (all 3 with the same road number)
- 1 C&NW

These are toy-like, originally sold (if you can believe it) by TOYS-R-US. Obtained by the Division (originally with the intent of using them as Christmas drawing gifts) when Jack Sousa was selling off a gentleman’s collection.



Southern 52334 HO Scale 65-foot mill gondola, Athearn “Ready to Roll” model. Gift of Alan Hutchins.

- Metal wheelsets
- Fine detail.



SHELL Tank Car, SCCX 1310, Walther's HO scale "Ready to Run" model. Gift of Alan Hutchins.

- Metal wheelsets.



Rail Gauges

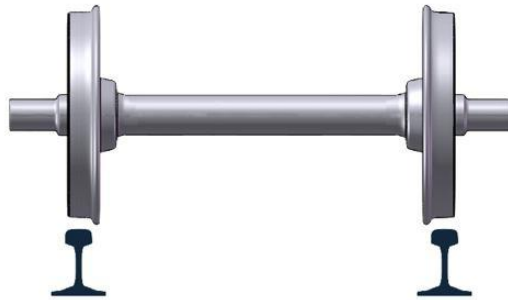
By: Mark Fuerstenberger

When the subject of rail gauges comes up oftentimes everyone starts to talk about Roman chariots and the width of a couple horses. Some people even go on to talk about some old ruts found in the ground by archeologists. However, neither of these are the reasons for our standard rail gauge being used today. So then how did we end up with a 4'-8 ½" gauge here in North America?

Some of the earliest known carts or wagons that were created to move materials such as coal or other materials were initially pushed along the ground, but the wheels would dig in and make it almost impossible to move them. Back in the 1500s one of the earliest solutions was to lay boards flat on the ground for the wooden wheels to roll on. As those loaded carts were pushed and shoved around on the wooden boards set on the ground, the boards would shift, break, and wear out rather quickly. Often time the carts would also slip off the boards and slide back to the ground. So, by the mid-1700s iron was being produced more and more and the next step was to change out the boards by replacing them with iron plates on the ground. To help the carts not slide off they added an "L" shaped angle to the inner side of the plates on the ground. These new "plate-ways" were the first step in increasing efficiency. In many cases, these plate-ways had been set at the nice even measurement of 5 feet.



George Stephenson, in the early 1800's designed a railway system using more modern rail. He modified existing wheels at the time to now have a flange on the inside of the wheel. So, to use the existing wagons, 4'-8" seemed like a perfectly good measurement. But soon he found that the flanged wheels would bind on curves. To solve this problem, he simply increased the rail gauge by $\frac{1}{4}$ " on each side and created the 4'-8 $\frac{1}{2}$ " gauge. Also, since a flanged wheel is dependent upon the inner distance between the rails, this is critical to "gauge" as being measured from the inside edge of each rail, not the center or outside edges as many people commonly mistake.



Now by the mid 1800's there were numerous other gauges in use and as railway lines started to emerge each railroad had their own gauge. This soon became a problem when trying to move any form of cargo. Trains would have to be unloaded from one railway line and then reloaded on the next railway since cars could not be changed between railways. To help this situation and to standardize a gauge the United Kingdom Royal Commission of Railway Gauges was held, and the Regulating the Gauge of Railways Act of 1846 was passed. At this time George Stephenson's railway lines had far more trackage than any other, so his gauge was decided upon to be the "Standard Gauge".

Around this period, British technology was being exported around the world and into parts of North America, so this is how the new standard gauge came to be used in North America.

For reference there are numerous other rail gauges in use around the world, thus you rarely see other pieces of railroad equipment moved between countries. Listed below are most of the prevalent rail sizes.

	Feet / Inches	mm	Trackage (miles)	Location
	3' - 3 3/8"	1000 mm	59,000	South America, Southeast Asia
	3' - 6"	1067 mm	70,000	Africa, Japan, Taiwan, Philippines
Standard Gauge	4' - 8 1/2"	1435 mm	450,000	North America, Europe, China, Korea
	4' - 11 27/32"	1520 mm	140,000	Russia, Eastern Europe
	5' - 0"	1524 mm	7,065	Finland
	5' - 3"	1600 mm	9,800	Ireland, Brazil, Southern Australia
	5' - 5 21/32"	1668 mm	15,394	Spain, Portugal
	5' - 6"	1676 mm	83,269	India, Pakistan, Argentina

Show and Tell

By Tony Pawlicki

This note lays out the rules for the bi-monthly Show And Tell session/contest at the APRIL 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, 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.

Examples

- An example and the rules were provided in the April 2023 Milepost.
- The details of SALVAGING CRGX 4943 (from the February 2024 Show-and-Tell) are provided in a separate article in this issue of the Milepost.

This Session's Theme: Refrigerator Cars ("Reefers")

- old ones and new ones (both as regards construction and as regards markings)
 - small plug doors
 - plug-and-sliding doors
 - iced
 - mechanical
 - billboard
 - plain
 - private owner
 - railroad-owned
- others I've not thought of.

March Wavy Rails

By Joe Costa

NOT ANOTHER COLORADO DERAILMENT?

Train derails in Colorado, spills hundreds of gallons of diesel fuel



Fox News February 7, 2024 News

Context

Hundreds of gallons of diesel fuel spilled early Wednesday after a cargo train derailed in Colorado. No one was injured in the derailment, which happened near a sugar factory. The incident marks the second train derailment in Colorado in a matter of days. On Jan. 30, an Amtrak train derailed after it crashed into a truck hauling milk at a rail crossing.

Dive Deeper

This incident follows another train derailment in Colorado just a few days prior, where an Amtrak train collided with a milk truck, causing injuries to the train engineer and three passengers.

A cargo train derailed in Loveland, Colorado, causing a spill of hundreds of gallons of diesel fuel.

The locomotive derailed on the Great Western Railway Line but did not tip over.

A fuel tank was punctured during the derailment, resulting in a diesel fuel spill.

Fire officials were able to contain the leak, preventing the diesel fuel from reaching nearby waterways.

Fortunately, no one was injured in the derailment, which occurred near a sugar factory and residential area.

Great Western Railway is working with a HazMat remediation company to clean up the fuel and restore the locomotive.

This incident follows another train derailment in Colorado just a few days prior, where an Amtrak train collided with a milk truck, causing injuries to the train engineer and three passengers.

Not to be confused with the British passenger train:

The **Great Western Railway of Colorado** ([reporting mark](#) **GWR** operates about 80 miles (129 km) of track in [Colorado](#) and interchanges with the [Union Pacific Railroad](#) as well as the [BNSF Railway](#). It is currently a subsidiary of [OmniTRAX](#) but was founded in 1902 to serve the [Great Western Sugar Company](#) and other [sugar beet](#) and molasses companies in Colorado, and was built by another Great Western subsidiary, Loveland Construction Company.^{[1][2]} It also operated passenger services from 1917 to 1926. Their route consists of a line from Loveland to [Johnstown, Colorado](#), where it splits to Miliken and Longmont. Going north out of Kelim is Windsor where once again the line splits

to go to their industrial park and Greeley, or Fort Collins. It has since expanded its service to include customers such as [Anheuser-Busch](#), [Eastman Kodak](#), and [Simplot](#).

Not to be confused with the British passenger train of the same name:



Great Western Railway (GWR) provides high speed, commuter, regional and branch line train services. We help over 100 million passengers reach their destinations every year.

D&S Big News: Last active coal-fired locomotive, K-36 No. 481, scheduled for conversion to oil this spring

K-36 No. 481, Durango & Silverton's last active coal-powered locomotive, handles a winter photo special on Feb. 11, 2024. Dan Cupper

This update is from an article by Dan Cupper in the February 16 issue of Trains magazine.

DURANGO, Colo. – Last weekend's coal-fired photographer's snow-train special marked the end of an era as the [Durango & Silverton Narrow Gauge Railroad](#) moves to complete its conversion to recycled motor oil as a fuel for its fleet of a half-dozen active steam locomotives.

The all-day excursion was powered by 2-8-2 No. 481 (Baldwin Locomotive Works, 1925), a former Rio Grande Class K-36 Mikado that is D&S's only remaining active coal-burning locomotive. Carrying 64 passengers on Sunday (Feb. 11), the 11-car mixed train comprised a water car, two boxcars, two dump gondolas, a flat car, concession car, two coaches, an open-air gondola, and caboose 0540.

It shared the railroad that day with D&S's regularly scheduled winter passenger train, pulled by oil-burning No. 480 (BLW, 1925), another Class K-36 engine.

"We've been on a long process of converting all of our locomotives to burn oil," said Russell Heerd, special events coordinator and a qualified D&SNG engineer and fireman. "We're down to the last one that's operational. We knew this day was going to come.

"We thought maybe we'd keep it through the end of its 1,472 (-day boiler certification) as a coal-burning engine," but "business is at a point where we need every single locomotive."

Heavy Ridership

Durango & Silverton has just posted two record-ridership years, 219,000 passengers in 2022 and 245,000 in 2023. During peak season, the company runs three trains a day: a multiple-unit, two-diesel 12-car passenger train to Silverton (45 miles), a double headed 14-car steam train to Silverton, and a single steam engine on a 12- or 13-car train to Cascade Canyon, 26 miles, or roughly

halfway to Silverton. Handling 1,300 passengers a day requires most of, or all 40 of, the railroad's cars to be available.

A colored picture of the train is in the article.

Below is a monochrome picture of the engine suitable for laser etching on wood:



There has been a battle going on for years between the Federal Governments and the tourist steam railways.

I remember riding the 1880 Train in the Black Hills in the Black Hills in South Dakota years ago sitting in an open gondola car with coal dust getting into my teeth. When I returned years later, I was surprised to find that the coal burner had been converted to oil.

This same conversion has come to Colorado.

Even before there were railroads in the west, there were fires caused by lightning strikes. These "natural fires" were often a necessary part of the forest reseeding process.

Tourist railroads often have speeders with fire extinguishing following the trains. I remember seeing one following the caboose we rented on the Cumbres and Toltec steam train.

Thinning out forests along the track was another strategy that railroads would use. There were some arguments about that with the Federal government.

Several years back, there was a fire in the Black Hills.

The historic Durango & Silverton Narrow Gauge Railroad had agreed to pay \$20 million and adopt a series of fire mitigation plans for its role in one of the largest wildfires in Colorado history.

The proposed settlement agreement mandated that the railroad would pay the sum over the course of 10 years, beginning in July. The agreement needed to be approved by a federal judge. Often landowners and the government work out win-win agreements where forests are thinned, and landowners sell lumber.

During the latest couple of years tourism has broken records for the railroad.

Though both federal and private fire investigators concluded hot cinders spewed by a train sparked the 54,129-acre wildfire in 2018, Durango's historic railroad continues to deny it caused the 416 Fire, and the settlement is not an admission of liability.

The settlement stems from a [2019 lawsuit](#) brought by the federal government as it sought damages from the extensive firefighting effort. The 416 Fire, at the time, was the sixth-largest in Colorado history, though 2020's three historic wildfires surpassed it, [bumping it down to ninth-largest](#).

Federal prosecutors, in the lawsuit, said the 416 Fire cost \$25 million to extinguish.

"The Durango & Silverton Railroad represents an important historic and cultural icon in southwest Colorado," U.S. Attorney Cole Finegan said in a news release. "We intend for this settlement to enable the railroad to continue to operate, but in a manner that will avoid causing future catastrophic wildfires. In addition, this agreement ensures fair compensation for the damages caused by the 416 Fire."

C&T in the News

On the opposite side of the state according to a recent article in Trains Magazine, the Cumbres and Toltec is working on converting a second engine to oil even though it still has access to coal.



Rails on fire: Chicago, 2019



Sometimes, to keep the commuter lines working during a cold winter, Cities deliberately set their rails on fire.

Report from 2014 about Mother Nature messing with rails:

KINKY RAILS

Sun kinks have already caused more than 2,100 train derailments in the U.S. over the past 40 years, or about 50 derailments a year, on average.



Assembling More Taos Oriented Church Kits

Built this one though it has no bell tower.



This one is on order. It has a bell tower.



Junipero Serra Syndrome:

Saint Junípero Serra y Ferrer: November 24, 1713 – August 28, 1784), popularly known simply as Junipero Serra, was a Spanish Catholic priest and missionary of the Franciscan order. He is credited with establishing the [Franciscan Missions in the Sierra Gorda](#), a [UNESCO World Heritage Site](#). He founded a mission in [Baja California](#) and established eight of the 21 [Spanish missions in California](#) from [San Diego](#) to [San Francisco](#).

OK, not counting the other couple on order or under construction, I have this trimmed 3D plaque I will use in the background.



I have a three-window church I am working on that I need to power up the laser to create a five windows HO version of The original was G-scale.

I tell my therapist I can quit whenever I want.

[Salvaging CRGX 4943](#)

By Tony Pawlicki

(Details of the model presented in the February 2024 Show-and-Tell)

What Model? Walthers Cargill 40-foot, 100-ton Funnel-Flow™ corn syrup tank car. A partially assembled kit with some parts just missing and one broken off and lost. (*Internet research shows:* This is a member of series CRGX 4943-5176 built by Trinity in 1989; multiple paint schemes have been used over the years.)

Fixes were left "raw": For Show-and-Tell presentation, modified areas were left "raw" rather than being painted black since that would have made the changes difficult to discern.

Where Was Model Found? Roy's Trains, \$8.00 (see photo CRGX4943inProgress.JPG, showing reconstruction of broken-off A-end left walkway and frame).

What Features Inspired Salvage Effort? (I.e., why bother?) Nice basic model, nice price. Fine details, crisp paint job (including Consolidated Stencils), one Kadee #5 coupler, two Kadee #5 coupler

pocket springs, weathered trucks. Also, the car is particularly suitable for fruit preserves industry on my home layout.

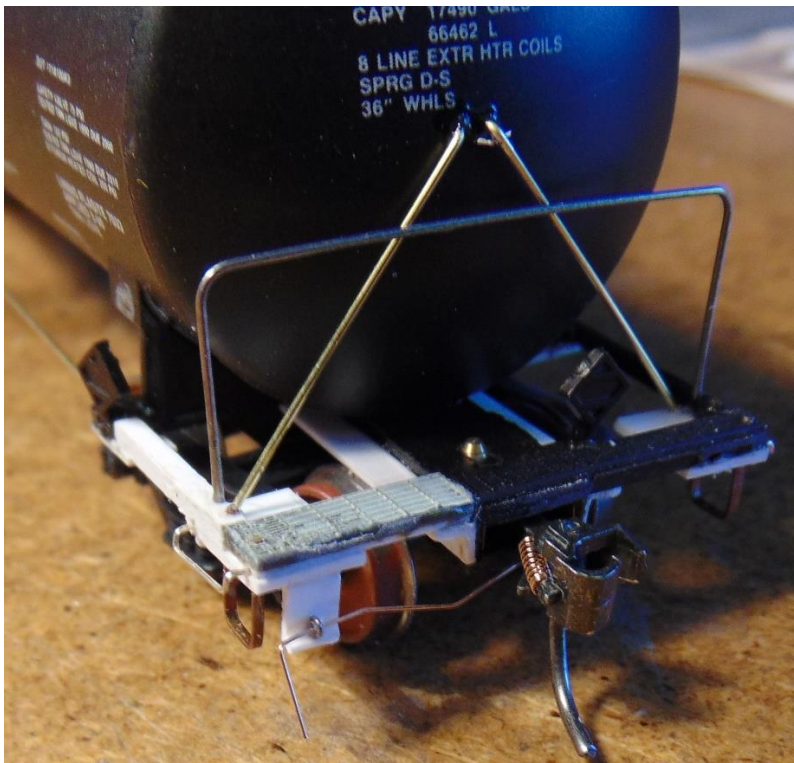
What Were the Defects? There were plenty, but none individually difficult to fix:

- *Most dramatic:* Broken-off and lost A-end left walkway and frame.
- *Most intriguing:* One horn-hook coupler (original intent may have been to provide a transition car between Kadee-equipped and horn-hook-equipped cars?).
- Missing (broken off and lost) brake wheel.
- Brake wheel housing glued in far off plumb.
- Side safety rails missing.
- One of top platform railings missing.
- One of top platform railing uprights missing, others very fragile.
- One coupler pocket cover missing.
- Grab irons above stirrup steps are straight vs. the prototype's drop grabs.

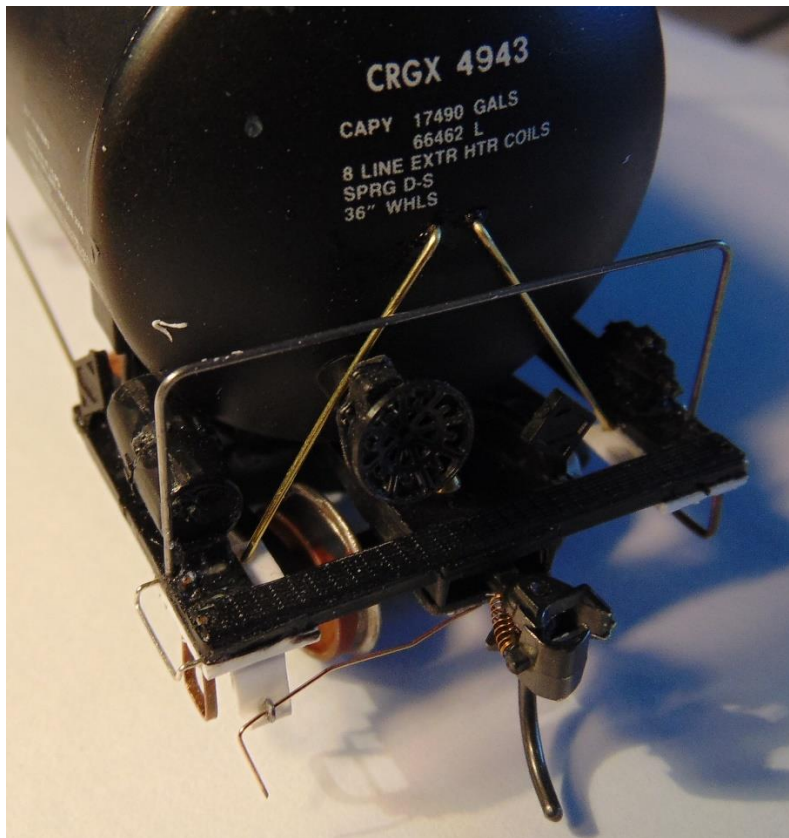
What Were Fixes/Superdetailing/Upgrading Opportunities/Actions?:

- Replaced **broken-off and lost A-end left walkway and frame**. This was built of 4 parts from styrene and roof walk material from scrap box – see photos CRGX4943inProgress.JPG (that also shows holes for stirrup steps and diagonal bracing attachments to end platforms) and CRGX4943RepairedA_end.JPG. The built-up part's attachment would be too fragile were it not reinforced by the diagonal brace, so this is an example of the repair being toughened by the upgrade (diagonal braces weren't part of original model, but were added to match the prototype). This is prototypical, as the end platforms really do need to be supported at the ends and not just over the centers.
- Replaced crude plastic **stirrup steps** with A-Line formed bronze wire.
- Replaced crude cast-on straight **grab irons** above stirrup steps with commercial (BLMA) formed wire drop grabs.
- Replaced missing **brake wheel** with commercial part.
- Realigned **brake wheel housing** to be plumbed.
- Replaced plastic **wheelsets** with weathered 36" Kadee wheelsets.
- Added **diagonal bracing of end platforms** with phosphor bronze wire, two braces per end. (Based on prototype photo of CRGX 4970 on RailcarPhotos.com.)
- Added **cut levers and brackets**.
- Replaced missing **side safety rails** (straight bronze wire).
- Added safety rail **struts** (60 mil brass angle).
- Replaced missing **top platform railing** with formed bronze wire.
- Replaced horn-hook with **Kadee #5 coupler**.
- Replaced missing **coupler pocket cover** with part from scrap box.
- Toughened **coupler pockets** with 1-72 machine screws.
- Completed assembly per instruction sheet (primarily top platform) with enhancements.
 - Added pins to toughen attachments of **top valve, triple valve, air reservoir and brake cylinder**: gluing contact areas are just too small to hold under train show handling.
 - Replaced all platform **railing uprights** (plastic, too fragile at points of attachment to platform) with brass angle.
 - Added **styrene backers** to hold safety rails in alignment at ladder junctions.
- Checked **coupler heights** with Kadee gauge.

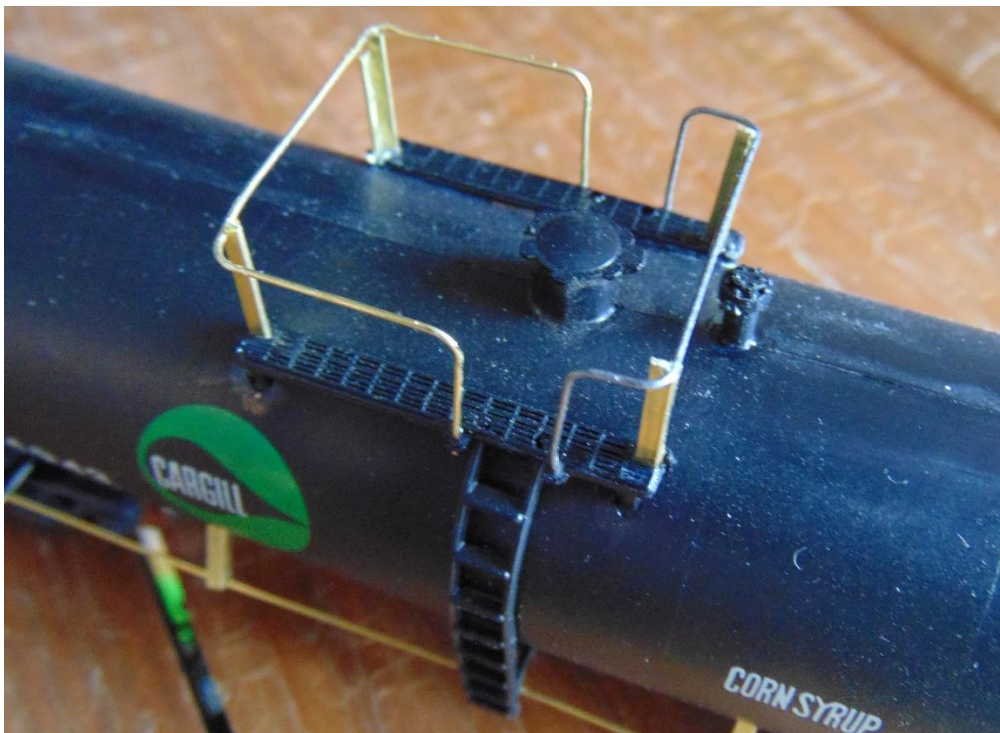
Final Results: Photos show end results, awaiting touch-up paint; leaving the changes unpainted allows easy identification of the modifications:



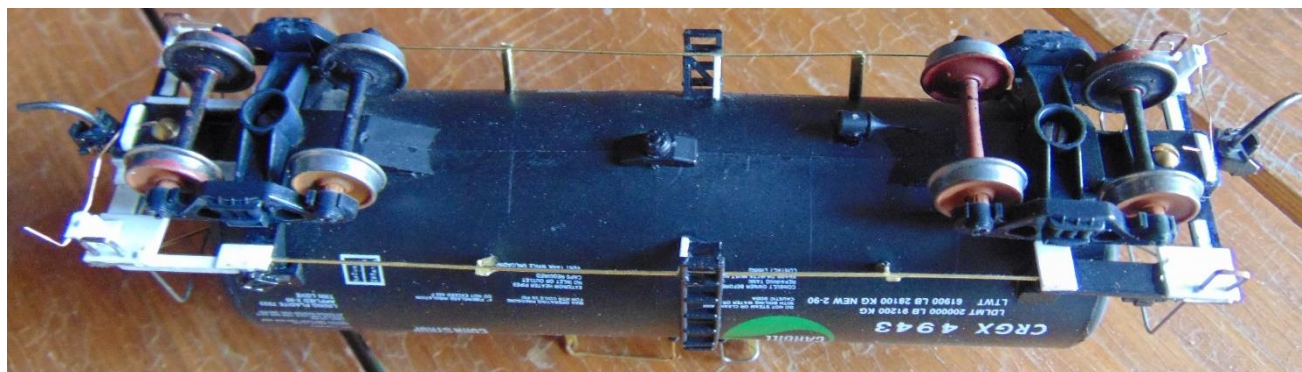
CRGX4943 Repaired A end, a busy image, including placard holders, cut lever and bracket, repaired frame, and end platform, drop grab, stirrup step, end railing and diagonal braces, tip of 1-72 screw reinforcing coupler pocket.



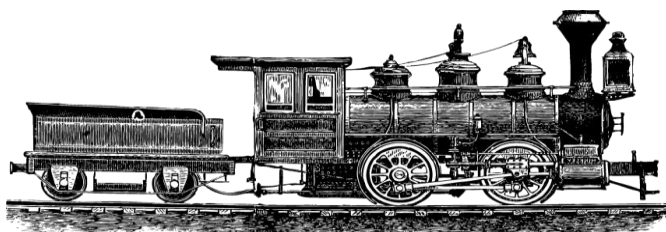
CRGX4943 Upgraded B end, another busy image, including brake wheel, placard holders, cut lever and bracket, drop grab, stirrup step, end railing and diagonal braces.



CRGX4943 Repaired Platform, showing the new posts and new large railing, top valve, and manway.



CRGX4943 Under View, showing how the safety bars are installed.



Notes from The Siding

By John Emmot

Summer is coming, but first we must get through spring. The April TCA show looks like the next big event. It is scheduled for the 6 and 7 of April at the National Western in Denver. That is before the next PPD meeting. Several of our local layouts will be there as well as a TECO table. It's a great show and deserves our support. Hope to see you there.

I made a rare trip to Kansas last week. I had a friend there who shared a birthday with me. In those days, rural areas were more densely populated and the family who lived ¼ mile down the road had a

daughter in the same (only) hospital as me. We attended 8 years in a one room country school and 4 years of high school together. She always claimed me as her 'twin'. She married and stayed in Beloit while I joined the Air Force and saw parts of the world. She kept me informed of what was happening with classmates and progress in the community. We always got together when I was there. She unexpectedly passed away on February 13th. Her funeral generated my necessary trip. The recent losses within the Division and now my living equal cause some personal trepidation.

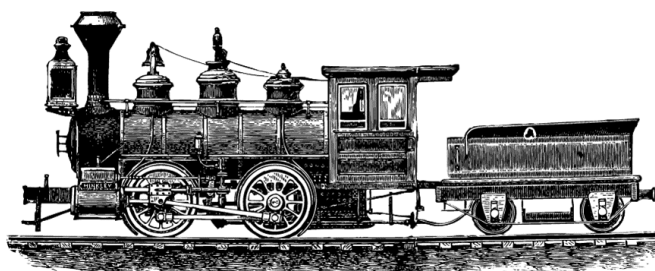
On happier topics, I/we are making some progress with the Moffat Road Museum locomotive roster. Two of the Mallets are in the hands of a builder/painter. I have several Consolidations and Mikados that are ready for decoders and painting. I hope I can get the decoders set up and installed soon so the locos can be painted soon. The work is so simple and yet requires skill to complete. It's work I enjoy, but requires motivation to accomplish.

It is time to start again on the Calhan work. Now that we have the 'glass' for the broken windows in the steel caboose, I need to get some of it installed. The rubber gaskets that hold the window in the opening are standard design. Some of the broken windows in the bay are square cornered and others are radius corners. The curves will need to be cut on the blanks to fit. Should be an interesting project. I'll let you know when I get it done. We still need wooden frames made for the new windows in the wooden caboose.

It appears that I may not be able to attend this month's meeting. I will keep the officers informed, but if I miss, someone will have to take the minutes. It has been suggested that 'we' record the meeting for me to transcribe, but that may not be acceptable for some folks.

I hope there are lots of folks 'round the roundhouse this month. Please engage the visitors if they are there.

John



February 2024 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Assistant Superintendent, Elizabeth Maline at 7:00 in the community room of the Sand Creek Police Station. There were 18 members present and five visitors. Mark Heinzig was back last month. Dave Gaunt and his father, Bill attended for the first time (Dave is a past member of the YMR). Stephen Crane who came to the summer swap meet came to the meeting and Loopy Reily visited with the Lugg's. It was good to see Mike Murdock back after a long hiatus.

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

Treasurers Report:

Treasurers Report

Tony was present. There were hard copies of the report. \$20.20 was deposited and the cost of the trailer tag renewal was paid. The statement was accepted as submitted.

Announcements

Elizabeth presented Jack Sousa with his 50 Year NMRA membership certificate. Congratulations, Jack!

Bill LaFollette discussed the status of Alan Hutchin's rail collection. The plan for disposing of it has fallen through, so it will probably go to an estate buyer. If anyone wants a piece from Alan, contact Bill.

Elizabeth reported on the results of TECO 44 in January. The good news is that there was enough income to ensure the November show is back at the Colorado Springs Event Center and perhaps make another show in 2025. For now, we expect that TECO 45 will only use Hall B. She also discussed attendance for this show. There were 48 vendors, and 16 layouts. There were 1252 paid adults through the door and over 400 under 13. With the TECO staff, vendors, and layout personnel there were over 2000 attendees.

Elizabeth reminded attendees of:

- the Rocky Mountain Region on-line elections.
- the Rocky Mountain Train Show in Denver on April 6+7. The Pikemasters' Fremo and the Ngeiner's T-Trak will be there.
- She asked about interest in a summer trip for the Division asked for suggestions for destinations. Leadville was a leading contender.

It was mentioned that Mike Peck is working on a possible group rate for the Rocky Mountaineer in 2025.

Kristin surfaced the topic of a TECO wide picnic at Aga Park in Fountain, perhaps in June this year. It would include all TECO participants from Pueblo and the Colorado Springs groups. The object would be for all TECO supporters to get acquainted.

Tony discussed the rehabilitation of an \$8 tank car he got at Roy's Train Store. It included replacing several missing and broken parts.

Program

Ken Rambo brought a portion of his Lionel collection to illustrate and discuss the history and progression of the Lionel line and specifically the HO scale offerings. He discussed the timelines and various manufacturers that Lionel worked with to create their products. He had examples of many to compare features and quality. It was an interesting review of the lesser-known side of Lionel.

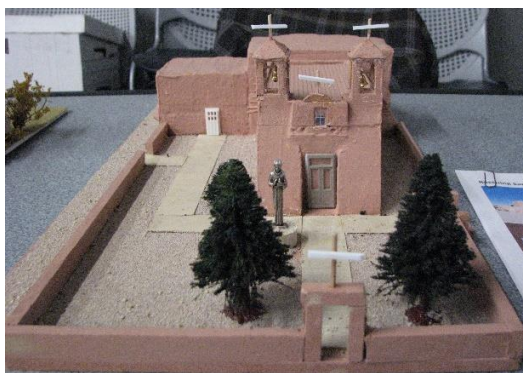
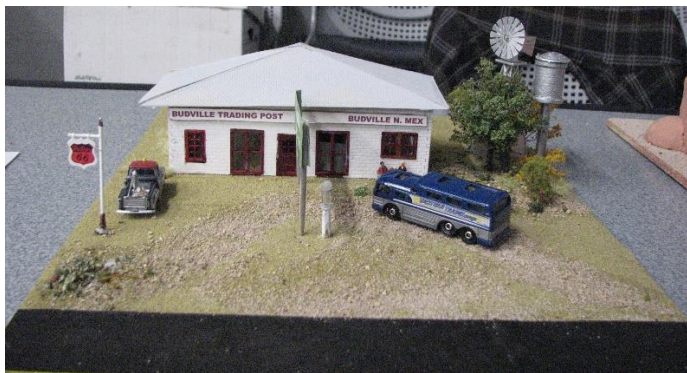
Drawing

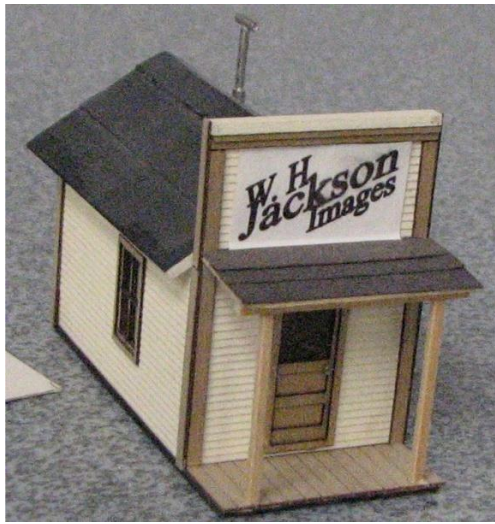
The drawing included a couple of Santa Fe locomotives from Wade's roster.

Contest

There were three entries for the contest. Kristin's Budville Trading Post was first, Joe's adobe church was second, and John's photographer office was third.

The business meeting was adjourned at 9:11.







Pikes Peak "N" Gineers Model Railroad Club

By Mike Peck



One of the weekend snows.



Weekend run session with guests.

Superintendent's Corner

The Ides of March are upon us, followed by the wearin-O- the green for St. Patrick's Day, corned beef and cabbage and green beer!

Weather permitting, we should be able to have run sessions every Saturday this month. Hope we can get more members to come down and run. We never know when we'll have guests. We had two on Feb. 24.

Earl Parman will be the dispatcher for the Cog Railroad club trip sometime in August. I'm working with the folks at the Rocky Mountaineer to plan a couple of trips from Denver to Moab. Tickets are \$1600.00 per person, this includes two days on the train with an overnight in Glenwood Springs, dinner and the hotel are part of the ticket. Bar tabs are on the individual. You can get a hotel in Denver for the night before the train leaves and two nights in Moab, pricing will be determined by how many people sign up to go. There is a cost of getting back to Denver from Moab and I'm working on those options. The Pikes Peak Division is allowing a 30-minute Rocky Mountaineer presentation at their May meeting, all interested in this ride should attend. We are looking for an October 2024 trip so you can make your 10% down payment at the Division meeting.

We are almost out of club fliers; we have a new committee to go over the wording and make any corrections and collect club activity photos that can replace the ones in the current flyer.

With the warmer weather approaching, we plan to paint the club room sky blue, and Debra Hobbs has volunteered to paint the clouds and feathers on the horizon. We plan to add a shelf for a TV and VHS/DVD player so we can watch how to videos from the library that was donated to the club as well as train movies and videos. Watch for the scheduling of these work sessions.

Bobbie Parham is working on a new club patch for us. The design process has started and when completed the membership will vote on it. The finalized stitching program will be put on a flash drive and owned by the club so don't have to go through the process of redeveloping a new patch.

At the March board and business meetings I'll ask the question about setting up some additional T-TRAK events for senior centers and how many do we want to do. I'm trying to keep the summer months open for field trips and picnics/BBQs.

TECO will be planning a Potluck sometime in June. I will send out more information on this event when I receive it. It is suggested you bring your own drinks.

Club Run Sessions

For the month of February, we thought we were going to run sessions every Saturday and check out new locos and train sets. Well, that didn't happen! We had snow storms every Friday night, so we had snow on the ground every Saturday except for the 24th. We had six members, and two guests showed up and ran trains. The first thing I heard when I walked in the door was "the DC works fine", the second thing was "the DCC isn't working". I really need to type up the procedure for turning on the Digi-Trax system. Next thing we must work on is how operate the programming track using the Raspberry Pi, Earl HEEEEEEELLLLLLPPPPP!!!!



Bob & John running.



Terry checking his camera with Chris watching.



Mary and guest.



Guest, Terry, Chris, and Mike.

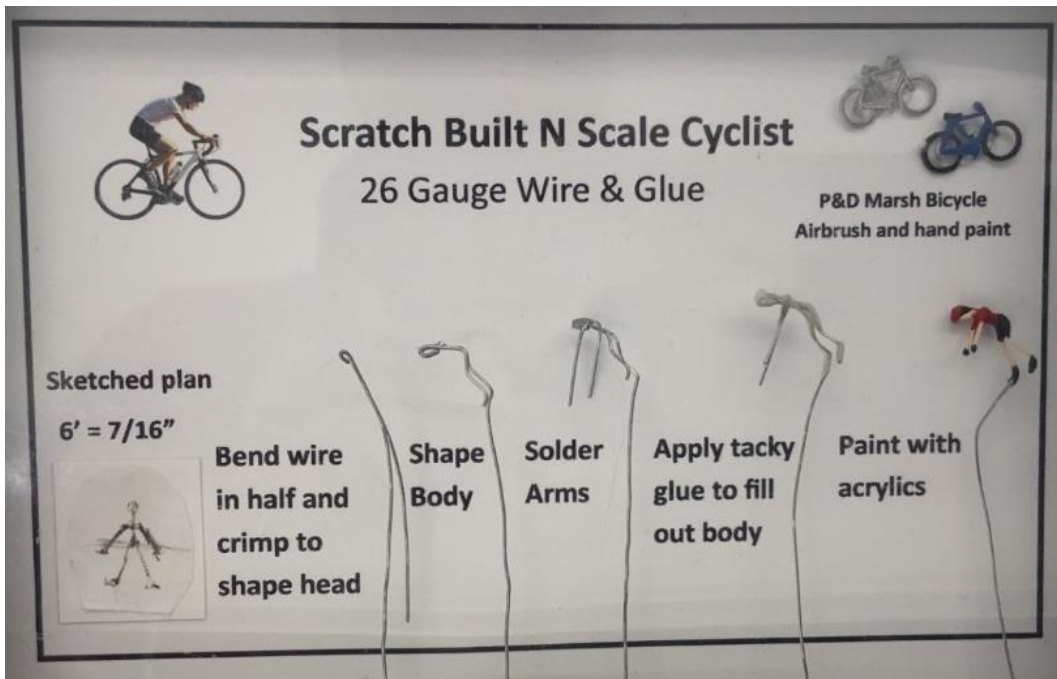
Garden City Boot Hill Show

The members going to Garden City will leave the Springs at 8am on Friday March 8th and will meet up at the Copper Kitchen at 116 Colorado Av. In La Junta, as Christine's is now closed. After breakfast we'll continue to Garden City, check in at our hotel and head over to the Fair grounds. We will be in a smaller building located on the west side of the Fair grounds, look for the signs. We'll unload, then park our vehicles and go set up. Hopefully the Boot Hill group will have pizza later during the late setup.

Editor's Notes

The club has lots going on and we need photos and articles about these events. I'm sure there are others in the club who can write an article or two, so you don't have to read my stories all the time.

I do have a how to make your own "N" scale bicyclist from wire that Terry Kift received from the Estes Valley Railroad group. You can test your needle nose plier, soldering and painting skills with this project.



How to make an "N" scale bicyclist.



The end of the second empty coal train heading north for another load. The first empty coal train was a double and took forever to go by the club room.

Just a note: 2024 dues are due if you haven't paid them yet.

If you find some Micro-Trains cars you might want, go with Ron and he'll see if he can get them for you. This goes for couplers and trucks as well.

Lighter Rail

By Kristin Phillips

Its March! Top o' the morning to you, Happy St. Patrick's Day, Beware the Ides of March, eat corned beef or Irish stew, root for your team to make the sweet 16, drink green beer and view the green Chicago River. Everyone is Irish in Chicago on St. Patrick's Day. Just add an O' to your name.

Out of curiosity I googled Irish railroad workers food. In my search I found the Irish Railroad Workers Museum in Baltimore, MD. According to their website the Irish immigrants who worked on the railroads faced many hardships, including their daily sustenance. According to Bing CoPilot, here's what their food situation looked like:

- Oatmeal and Biscuits
- Tea
- Salt Beef
- Fish (Some workers supplemented their diet by fishing)

They ate boiled beef, potatoes, water, and occasionally liquor. It seemed to be a monotonous diet.

The Irish railroad workers on the Transcontinental Railroad might have had cast iron stomachs. I know I would have a hard time living off those foods. However, a good Irish stew is another matter.

In my email this evening from The Slow Cooker All Free Recipes (allfreerecipes.com) I found an Insta Pot recipe for Irish stew as well as a slow cooker and classic Irish stew recipe. The classic stovetop recipe is under the slow cooker version link (Irish Stew - The Seasoned Mom) This sounds much better.

Irish Stew Ingredients

- 1 Tablespoon butter
- 4 slices bacon chopped
- All-purpose flour
- 2 lbs. lamb or beef cut into 1" cubes

- 1 cup Guinness stout or dry red wine, use the classic dark Irish beer for extra flavor in the broth. For an alcohol-free dish, use extra beef broth instead.
- 1 tablespoon red wine vinegar
- 1 tablespoon tomato paste
- 1 tablespoon brown sugar
- 1 tablespoon fresh minced garlic
- 1½ teaspoons kosher salt, divided
- 1 teaspoon ground black pepper
- Leaves from 2 sprigs fresh thyme (or 1 teaspoon dried thyme)
- 1 bay leaf
- ½ teaspoon paprika
- 2½ cups beef broth
- Onions, carrots, potatoes, and mushrooms
- Fresh parsley

Procedure

1. Fry the bacon in butter in a Dutch oven. Remove the bacon to a plate.
2. Dredge the meat in seasoned flour and brown in the butter and bacon drippings. (You will probably need to work in batches so that you don't overcrowd the meat in the pan. You don't want it to steam, but instead you want it to get some nice rich color on the outside.)
3. Remove the meat to a plate.
4. Add the Guinness (or wine) and use a wooden spoon to scrape up any browned bits from the bottom of the pot.
5. Return bacon and meat to the pot, along with the tomato paste, brown sugar, garlic, salt, pepper, thyme, bay leaf, paprika, and beef broth.
6. Bring the mixture to a boil, then reduce the heat to a low simmer.
7. Cover and cook, stirring occasionally, until the meat is tender (about 1 ½ hours).
8. Add the onions and carrots; cook for 10 minutes.
9. Stir in the potatoes and mushrooms. Cook until the potatoes are fork-tender, about 30 minutes.
10. Discard the bay leaf, stir in the parsley, and season with salt and pepper if necessary.

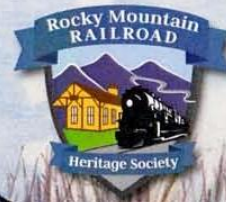
PREP: 30 minutes

COOK: 2 hours 10 minutes

Happy St. Patrick's Day!

Happy Eating!





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