



The

Milepost

Volume 43, Number 11 – November 2023

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Friday, November 10th, 2023, at 7:00 PM

The New Sand Creek Police Station 950 Academy Park Loop

(Northeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

Calendar of Events

January 13th, 2023 (Friday)

NMRA-PPD monthly meeting

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

February 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Joe Costa Presentation

March 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Rio Grande Southern

April 14th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Classic HO

May 12th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Trees

June 9th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: A Home Layout

July 14th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: SP Daylight SP4449

August 11th, 2023 (Friday)

NMRA-PPD monthly meeting

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

September 8th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: Layout Tour Re-cap

October 13th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Mines in Cripple Creek

November 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Diesel Program: Harvey Houses

December 8th, 2023 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 43, Number 11, November 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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[Open]

Next Meeting on Friday, November 10

Our meeting will be held at: The Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado.

Be sure to check out the Rocky Mountain NMRA Callboard:

<https://www.rmr-nmra.org/callboard.htm>

Editor's Thoughts

On our cruise on the St Lawrence seaway, we spent time in the Port of Saguenay, located in Saguenay, Quebec, which handles a variety of cargoes and commodities. The port serves as a vital transportation and logistics hub for the region and plays a crucial role in the economy of Saguenay-Lac-Saint-Jean and Quebec as a whole. Some of the key commodities and activities processed at the Port of Saguenay include:

- The region is known for its aluminum production, and the port is a significant gateway for the import and export of aluminum and related products. It facilitates the transportation of raw materials like alumina to local aluminum smelters and exports aluminum products to international markets.
- The port handles the export of forestry products such as wood pulp, paper, and lumber, which are important industries in the region.
- Various minerals and ores are transported through the port. This includes products like iron ore, which is sourced from mines in the area and shipped to global markets.
- The port handles general cargo shipments, including machinery, equipment, and other manufactured goods.
- The port may also facilitate the export of grain and agricultural products.
- Like many modern ports, Saguenay has container handling facilities to manage containerized cargo, making it easier to ship a wide range of goods.
- In addition to cargo handling, the port can accommodate cruise ships, contributing to the local tourism industry.

The specific types and volumes of cargo handled at the Port of Saguenay may vary over time depending on market demand, economic conditions, and local industries. Ports like Saguenay are vital links in the supply chain, facilitating the movement of goods between regional industries and global markets.

Bauxite is not typically sourced from within the province of Quebec, including Saguenay (Saguenay-Lac-Saint-Jean region). Bauxite is the primary ore used to produce aluminum, and the largest bauxite-producing countries are typically located in tropical and subtropical regions, particularly in countries with extensive mining operations. Some of the major bauxite-producing countries include Australia, Guinea, China, Brazil, India, and Indonesia. Bauxite is then processed to extract alumina, which is further refined into aluminum metal. In Quebec, particularly in the Saguenay region, there may be aluminum smelting and processing facilities as there is abundant and cheap hydroelectricity. The transportation of alumina to these facilities can involve shipping and rail. There is a dedicated short line to move alumina from the port to the smelters.



Speaking of ore cars, I won a set of three cars at the September meeting raffle. Wanting to switch the couplers to body mounted Kadees I needed to change the trucks also. As the trucks used a snap in mechanism, I needed to do something with the original bolster. Unfortunately, I broke the plastic framing, so I rebuilt the frame using styrene strips. I stripped the body and repainted the car. I had a CN ore car dry transfer, which I applied to the sides.



Original BLE Ore Car



Reworked CN Ore Car

David

Keepin' it on the Tracks

By Mark Fuerstenberger
Pueblo Rail Fair wrap up

On Oct. 14th & 15th we participated in the Pueblo Rail Fair at the Colorado State Fair Grounds, which was held in the Livestock Pavilion. I want to start by saying Thank You to everyone that helped to setup the Division layout. The layout was setup in record time and overall, our trains ran very well with minimal derailments throughout the show. It was nice to see many of our members participate in running trains on the Division's module layout. Also, at the show some of our members were running trains on the Free-MO Module Group. They as well had a nice layout and ran some good-looking trains. Overall, I think it was a good show and everyone that attended enjoyed seeing the layouts and doing a little shopping. There was a nice variety of vendors selling model trains and railroading memorabilia. Again, a big Thank You to everyone that helped and attended with the show.

2023 Rocky Mountain Region Annual Convention – Albuquerque, NM

Coming up next week, Nov. 10th-12, the RMR Annual Convention will be taking place in Albuquerque. There will be layout tours, many clinics, Santa Fe 2926 tours, and lots to see and do. Hotel registration has been extended to Nov. 3rd, so register before then to get the group rate. After that price will go up. See the planned schedule below.

Thursday, Nov 9

- Working on details for a potential evening Ops Session

Friday, Nov 10

- 8-10 Albuquerque Sunrise Breakfast Buffet (Hotel Guests & Clinicians)

- 9-12 Clinics, Contest Model Entries
- 12-1 Lunch Break
- 1-5 Layouts, Open Activities
- 5-7 Dinner Break
- 7-10 Clinics, Model Contest Popular Voting

Saturday, Nov 11

- 8-10 Sandia Heights Breakfast Buffet (Hotel Guests & Clinicians)
- 9-12 Clinics, Model Contest Popular Voting
- 12-1 Deli Buffet (Hotel Guests, Clinicians & Contest Judges)
- 1-5 Train Show, Contest Judging, Open Activities
- 5-7 Dinner Break
- 7-10 Clinics, Model Pick-up

Sunday, Nov 12

- 8-10 Bosque Trail Breakfast Buffet (Hotel Guests & Clinicians)
- 9-10 Model Contest Awards Presentation
- 10-12 Clinics
- 12-1 Lunch Break
- 1-5 Train Show, Open Activities
- 5-7 Dinner Break
- 7-10 Movie Night & Popcorn

Division Christmas Party – Friday, December 8th

Our Division Christmas Party is right around the corner. I have even spoken to Santa, and I know that some elves have been busy acquiring some trains cars and such for the division members who have been good this year. So, from what I've seen it should be a good time for all. Also, at the upcoming November meeting we will have a sign-up sheet for the Potluck. Each year we always have some great food to go along with the presents. Finally, we will of course have a short meeting before hand to officially elect officers for the upcoming 2024 calendar year.

Why does Big Boy 4014 have a diesel helper engine.....

By: Mark Fuerstenberger

After my article last month about decaling diesel engine UP 4015, I had a few people ask why Big Boy 4014 would require a helper engine.

Since Big Boy 4014 is a huge locomotive and with over 135,000 lbs. of tractive power it has all the power it needs to pull the train behind it. So people often ask and wonder why does it need a diesel helper? Well, there are a few simple reasons why.

- Union Pacific spent millions of dollars restoring the locomotive, so they certainly do not want to push it as hard as they can. If something were to break there are certainly not a lot of extra parts laying around, so taking care of the locomotive and keep them going as long as possible is a priority. Ultimately saving wear and tear on the locomotive.
- When starting out the diesel can help avoid wheel slips, and thus they can use a little less sand for traction. While this abrasive sand helps the locomotive start it also wears on all the parts it comes in contact with.
- By using the helper engine for dynamic braking of the train, this really helps save on brake shoes of the locomotive and the cars in the consist.
- Since railroads do not have steam shops to work on the locomotives at each stop, if there were an issue while on a run with the locomotive then the diesel could help get them to the nearest destination.
- Another benefit is that by using the diesel to help pull the train, it can help extend its running distance between fuel and water stops, as those are not common items on the railroad anymore.
- Finally, it can also help with modern day Positive Train Control (PTC) operations.

- Also, I believe that as Ed Dickens operates Big Boy and watches for people, crossings, signals, etc. he doesn't even have to think about what locomotive number is behind him when he is on the radio communicating between the 2 engines.

While there may even be further reasons why Big Boy 4014 uses a helper, hopefully this list will give you a few of the main reasons that I've heard and read about.



[Drawing Prizes Preview](#)

By Tony Pawlicki

"Teaser" preview of *some* prizes available at the drawing during intermission at the November 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 November Meeting Offerings

ATSF 2841, HO scale GP9 locomotive. Life-Like model. Gift of Wade Mountz.

Features:

- As received:
 - No couplers.
 - No decoder (Wade said it needed one).
 - Missing turbo exhaust stacks.
 - Excellent grab irons and uncoupling levers.
 - Finely detailed MU cables.
 - Brass lift rings.
 - Well-decaled number boards.
 - Massive (15 ounces), should have good traction.
 - Shell loose on chassis (handle carefully).
- Room for improvement (appears to have been a project abandoned in the middle – Wade gave this and companion ATSF 2821 to me with the caution that a decoder was needed):
 - Add decoder.
 - Add couplers.
 - Add turbo exhaust stacks.

- Secure shell (Walthers Goo, perhaps, to allow easy later removal).



ATSF 2821, HO scale GP9 locomotive. Life-Like model. Gift from Wade Mountz. Identical to ATSF 2841 apart from road number. The pair appear to have been part of the same project.

SSIX 100105, HO scale 5-unit intermodal "IMPACT" spine car set with 5 40-foot trailers for the load. The trailers are Athearn and so probably are the spine cars (perhaps old pre-Athearn Roundhouse products; October 30, 2020, announcement on Athearn web site seems to be for an upgraded version and includes SSIX 100101 and 100102). Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Plastic trucks and plastic wheels on metal axles.
- Room for improvement:
 - Replace wheelsets with 28-inch Kadee wheelsets (part #524 is a 12-pack).
 - Weather trucks and wheelsets.
 - Check coupler heights.



TECO Tidbits

Train show season has started, and TECO began with a small swap meet at the event center parking lot in September. It was a glorious fall day; we slipped this one in just in time before the cooler temps rolled in!

Two weeks later, TECO joined forces with the Pueblo Model Railroad Association at the state fairgrounds. Mike Peck and John Emmot coordinated the vendors and the layouts. Jon Wickham (PMRA) was nervous about keeping all the balls in the air after months of planning for the annual event. But what is a train show without a SNAFU here or there? PMRA members distributed posters and flyers far and wide throughout southern Colorado, plus using the TECO model of digital media,

TV, print, and email to promote the Railfair. We both appreciate the support of the Pike Peak Division in both of these endeavors. Thank you!

TECO will be represented at the Holiday Edition of the Rocky Mountain Train Show (TCA) at The Ranch Events Complex, 5280 Arena Circle *Loveland, CO, on November 25 & 26. Please stop by and say hello!*

Preparations are currently underway for the Winter Model Train Show. Ads have been placed in various publications, and we are gearing up for another fabulous event on January 27 & 28, 2024, at the Colorado Springs Event Center. Please spread the word to help TECO and support model railroading in the community.

It's that time of the year when TECO prepares for nominations for next year's elected board members. We are a 100% NMRA club looking to add members to the TECO team. Currently, the officers of the TECO Board are:

- Chairman – Elizabeth Maline (Show chair, promoter, and all-around storyteller)
- Vice Chairman – Mike Peck (Vendor Coordinator)
- Treasurer – Joe Costa (and website updater)
- Secretary – Mike Maline
- Member-at-Large – John Emmot (Layout Coordinator)
- Advisory Positions (non-elected)
 - Historian – Mel McFarland
 - BSA, Operation Lifesaver, Volunteer Coordinator – Kristin Philips
 - Youth In Model Railroading – Gerry Drewes
 - Club representatives – Jack Sousa, Amber Fuerstenberger

Amber Fuerstenberger has graciously volunteered to step into the Vendor Coordinator position. Mike Peck will be stepping away from his vendor coordinator and Vice Chairman roles. In the past year, Amber has worked with the TECO Show to coordinate the museums, historical non-profits, and tourist train participation. Delighted doesn't begin to describe how Mike Peck feels as well as I do.

Model train shows don't happen by accident. Intense planning, hours of behind-the-scenes activity, dedicated volunteers, and coordinated efforts are required to make the machine operate. As the saying goes, many hands make light work. Besides the above, there are other jobs that TECO has that are essential for show operations. These are:

- a **volunteer coordinator** to solicit and train volunteer cashiers and set a cashier schedule for both show days.
- an **announcer** to announce door prize tickets on schedule, clinics, and presentations over the PA system over the two days of the show.
- a **website developer**
- a **door manager**. Works with the volunteer coordinator and is responsible for door transactions, cashiers, iPads, change-making, troubleshooting, and ticket counts.
- **traffic control** on the day of setup and after show breakdown for safe egress.

As with Amber, a few years of learning and watching how TECO shows operate determined where she wanted to help. It would be nice for any of us to be able to step away, and one day that will happen. As far as I know, no board members have indicated that they are resigning. In the meantime, TECO needs people who will take a position and commit to it. My solicitation is not to replace the board's current members but to implement a succession plan for TECO's future. Fresh faces, ideas, and points of view are what keep TECO evolving. Nominations are accepted, and elections will be held at the December corporate meeting.

Elizabeth Maline
Chairman
Train Expo Colorado

MODEL TRAIN SHOW



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

Colorado Springs Event Center

\$ 11 per person

Discounts Apply

**Children 12 & Under
FREE!**

Hall B
3960 Palmer Park Blvd
Colorado Springs, CO 80909



Info and online ticket sales at www.tecoshow.org

November Wavy Rails

By Joe Costa

Tragedy on the Interstate





There we were driving back from the Pueblo train show wondering why I25 was turning into a parking lot. Like the rest of the lemmings, we drove west on US 50 to head north on US 115.

Riding a Train Across the Country to the “Wrong” Las Vegas

<https://www.travelandleisure.com/trip-ideas/bus-train/travel-mishap-las-vegas>

What happens in Las Vegas stays in New Mexico.

By **Dan Duncan**

Updated on November 2, 2022



My journey began in [New York](#) and ended around 700 miles east of my intended destination of [Las Vegas, Nevada](#). It started with a weekend in NYC with some grad school friends, where we drank far too much. So much, in fact, that my passport was able to pull off a tremendous vanishing act.

I was an international student from England, so losing my passport was particularly painful. Plus, my brother and some friends were set to come over in a couple of months (far too short a time to go complete the whole passport replacement process) and we had already made plans to fly to

Chicago and then Las Vegas to do a road trip [around the Southwest](#). But no passport meant no flights.

Still, we vowed to make it work. We partied in my New England college town, then drove to [Boston](#), and, again, partied. They got on a plane to [Chicago](#), arriving in less than three hours. Isn't modern technology wonderful?

I went to Chicago [by train](#), arriving in slightly under 28 hours. Isn't transport based on technology from the industrial revolution wonderful?

After I finally arrived in Chicago on Easter Sunday, we [saw the sights](#) and checked out some bars; Chicago is a wonderful metropolis. Then, we prepared for the next stage.

Our destination was Las Vegas, where we would pick up a car and drive around the great American Southwest. We went for breakfast with a grad school friend, Keith, before our respective flights/19th-century transport. Keith offered to walk me to the station. We chatted on the way:

- *Keith: How long is your train?*
- *Me: Around about 2 ½ days.*
- *Keith: Are you sure? It feels like it would be longer than that.*
- *Me (smugly): No, here's the ticket. It says right there.*
- *Keith (unsure): Well... it must be then.*

I had a suspicious feeling something was wrong. Nonetheless, I had a reasonably pleasant journey crossing the vast, changing landscape of America. I crossed cornfields, mountains, and [desert](#). I sat with a taxi driver who'd quit his job because of the racism he'd witnessed. He'd packed up and was headed off to Vegas to try his luck.

We made slow progress on the rails. The lurking feeling that something was wrong grew. I checked my ticket over and over again: Arrives 10:30 a.m. There could be no mistake, but how could we make the distance in the allotted time?

I woke up on the morning of my planned arrival, checked the map, and found we were nowhere close. So, I asked the guard for a larger, more detailed map.

The map showed the nearby stop: Las Vegas, New Mexico. *New Mexico?* [New Mexico](#). I was going to the wrong Las Vegas.

I left the train at a quiet, isolated town straight from a Sergio Leone Western. It was surrounded by desert. Saloon doors actually swung open, and a man stood on the street holding a rifle over his shoulder. This was not the Las Vegas I had imagined.

I immediately bought the next ticket to Las Vegas (Nevada), but it didn't leave until the next day. I called my friends and told them that my train had broken down and that I would meet them later. I figured I'd lie rather than be the butt of all jokes forever. I found a [hotel room](#), napped, and went looking for a bar.

I swung two saloon doors open with immense satisfaction and sat down at the bar. I ordered a beer, speaking slightly louder than necessary so people could hear my British accent. Heads turned and I was immediately recanting my story to the locals.

A lot happened in that blurry evening, and I made a large number of very temporary friends. There was a nice older couple in the bar. There was a very delightful younger couple, one of whom offered me his sister for the evening (thankfully she was out of town). There was the town wrestling champion (not a lie), and a grizzled, knife-scarred man missing the end of a finger.

Later in the night, a man I had not spoken to stared aggressively across the bar for a good hour. Sensing that he was not the friendly type, I *oh so innocently* asked my new friends if I might have a problem. They had a word with the staring man, and he promptly apologized.

The evening ended with one of them suggesting we go back to his house and do some cocaine. I declined as politely as an Englishman can.

I left Las Vegas (New Mexico) the next morning, met my friends a few hours later, and complained about my train breaking down. We met halfway between the Las Vegases and proceeded by car to [the Grand Canyon](#).

Years later, I still haven't been to the real Las Vegas, and my friends still don't know the truth.

SPECIAL NOTE

[Las Vegas](#) is a popular travel destination in Nevada. Unfortunately, the city does not have an Amtrak station. The [Kingman Amtrak Station](#) in Arizona is the closest to Las Vegas, but you'll need to rent a car there and drive about 1.5 hours.

Brightline West Coming to Las Vegas, Nevada

Brightline West will build on Florida's award-winning service by connecting Las Vegas, Nevada, and Southern California with the first true high-speed passenger rail system in the nation. This 218-mile, all-electric high-speed rail service will include a flagship station in Las Vegas, with additional stations in Apple Valley, Hesperia, and Rancho Cucamonga. At speeds of 186+ miles per hour, trains will take passengers from Las Vegas to Rancho Cucamonga in just 2 hours and 10 minutes, twice as fast as the normal drive time. The Rancho Cucamonga Station will connect to Southern California's regional Metrolink service, allowing for seamless connectivity into downtown Los Angeles and beyond.

While Amtrak does not currently operate in Las Vegas Nevada, it has previously provided passenger rail service to Las Vegas in the past. [The Desert Wind was an Amtrak train that operated between Chicago and Los Angeles, with a stop in Las Vegas, until 1997](#)

Lost and Found and Removed Casteneda Fire Escape



I had come across this shot previously but couldn't find it again. Did some more research and finally rediscovered it.

Symmetry OCD causes an individual to be fixated on items and behaviors being symmetrical or ordered in a very specific way. Their obsessions with symmetry may make them feel very uncomfortable and distressed with anything that doesn't meet their sense of order. They may fear what will happen if this order isn't kept.

This is what the area looked like after fire escape removal during renovation:



This is what it looks like now via Google Earth with new fence and paint job:



Trout Creek Run Railroad Bridge Finally Repaired After Nearly 40 Years

February 1, 2023 - 1:46 pm CASS, West Virginia

The railroad company posted news of the completion to Facebook on Wednesday. The last stretch was a 15-mile section between Cass and Durbin in Pocahontas County. The completion was celebrated by a trip Wednesday aboard the historic Shay Number 5 engine. Number 5 rolled with a full crew to Durbin where they retrieved the famous Heisler Number 6 engine for a much-anticipated return to Cass.



The devastating flood of 1985 wiped out five miles of the railroad bed, track, and a span over a tributary creek. Work to restore the line has been ongoing for several years. All of the rails and bridge have been restored. The rail line reports the Greenbrier Express will depart Cass starting in the spring to follow the free-flowing Greenbrier River to Durbin. The ride features secluded and remote wilderness areas in the West Virginia mountains.

A schedule for the trips and reservations for those rides can be made on the social media pages of the Durbin and Greenbrier Valley Railroad or at their [website](#).

The key feature of the repair is that this river route is snow free during the winter and can be open all year and the bridge needed state help to restore.

These railroads are standard gauge and connected to the national network.

The State of West Virginia engineered and supported this bridge to be much stronger than the original.

Napoleon Defiance and Western --- Defying Gravity?

Looks more than a little wavy to me.



CSX Truck or Train?



Sometimes the line between tracks and train and rails and streets can get a little confusing.

That's a big CSX high railer pulling some cars down the tracks in the middle of a street.
Here is another example:



Down in Atlanta, Marta has a serious armored rail car:



Train Safety Day at the Denver Zoo

This is rare shot when we were NOT swamped with people:



As you can see, we had the Safe Kids ladies giving away Clifford books and puppies and merry-go-round tickets on the left with a UP Cares table cloth on the right table with our Operation Lifesaver hand outs and posters.



And, wouldn't you know it, the train was down for the day because of a broken part.



Kristin found a new soul mate.



What does he have that I don't?

Las Vegas NM Abandoned Roundhouse Module Status



I have been assembling a 9 stall Heljan roundhouse from two 802 and one 803 three stall kits.

In front of this 2' x 4' section, there will be a standard three track section that bolts on. Geometry actually works which kind of surprises me. Fortunately, since this is an abandoned building there will be no track or turntable to worry about.

The left bay of the completed section above is perpendicular to the front of the module.

<https://www.youtube.com/watch?app=desktop&v=Rf2rnpM3t2k>

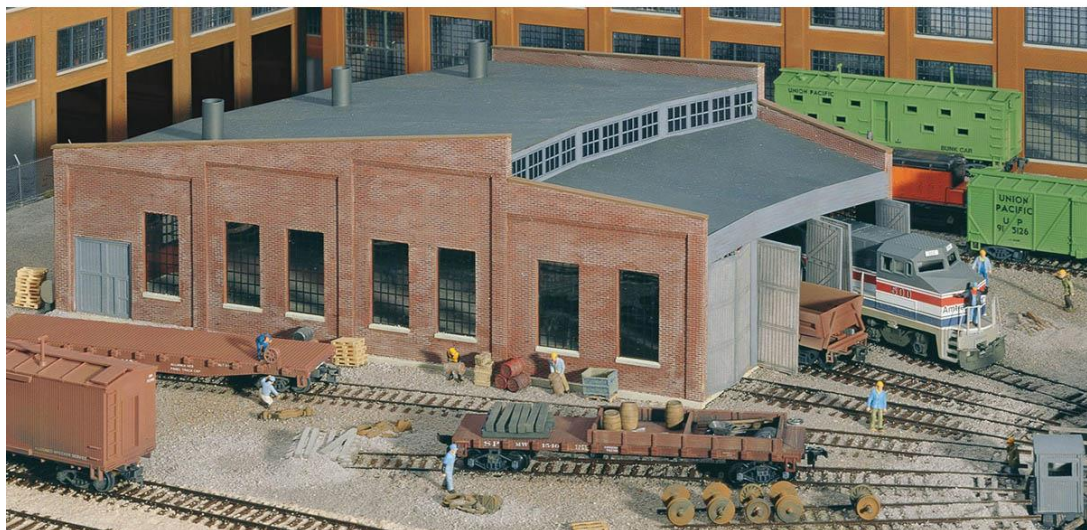
33 Stall Roundhouse for Comparison



I may be crazy but not that crazy. A rough estimate for the cost of this monster would be about \$550 not counting the round table. In my case, since I am modelling a non-functioning structure with a mirror, I only need half as many stalls as original. The diameter of this monster is about four feet.

Leftover Walthers Cornerstone Roundhouse

I have an unassembled Walthers three stall roundhouse which I did not use:



The stalls are shorter than the Heljan Concor roundhouse stalls.

Walthers also sells a "boxier" roundhouse:



Show and Tell Reminder

By Tony Pawlicki

This note lays out the rules for the bi-monthly Show And Tell session/contest at the NOVEMBER 2023 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 in order to give entrants enough time to prepare their entries. The event (sort of a second contest) was inspired by our late beloved Division Superintendent’s notion in his March 2023 Milepost Conductor’s Corner column.

General Idea

- Grab an old failed project you couldn’t bring yourself to discard (or a disaster picked up at a train show or store).
- Plan a fix (turning it into something good, though not necessarily creating what you originally planned).
- Actually fix it.
- Bring it to the meeting, display it, then after 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

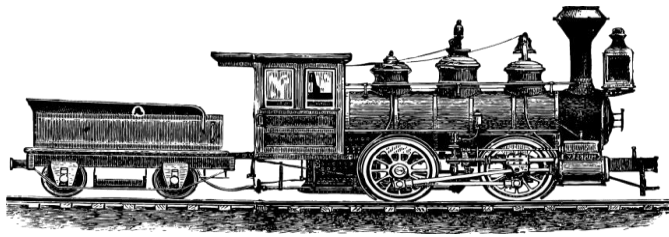
An example and the rules were provided in the April 2023 Milepost.

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).

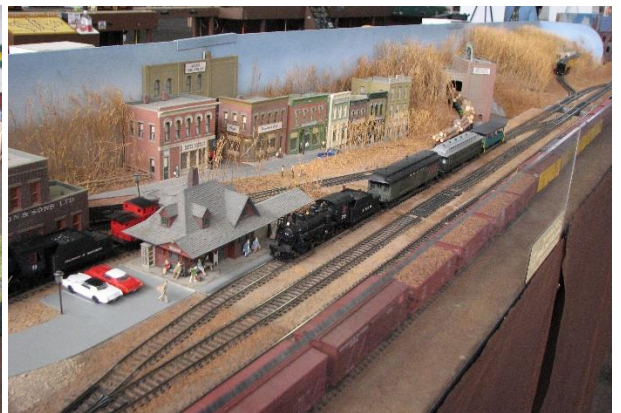
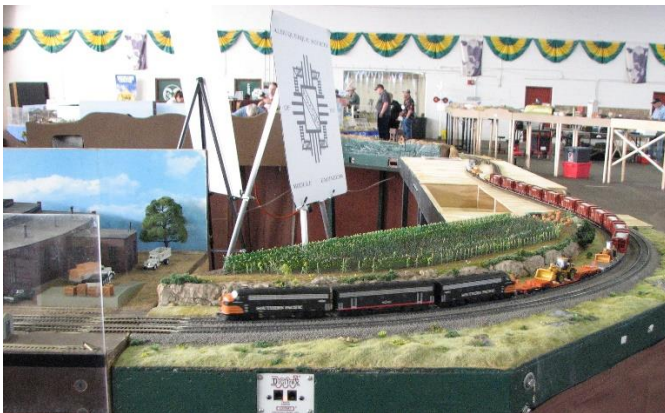


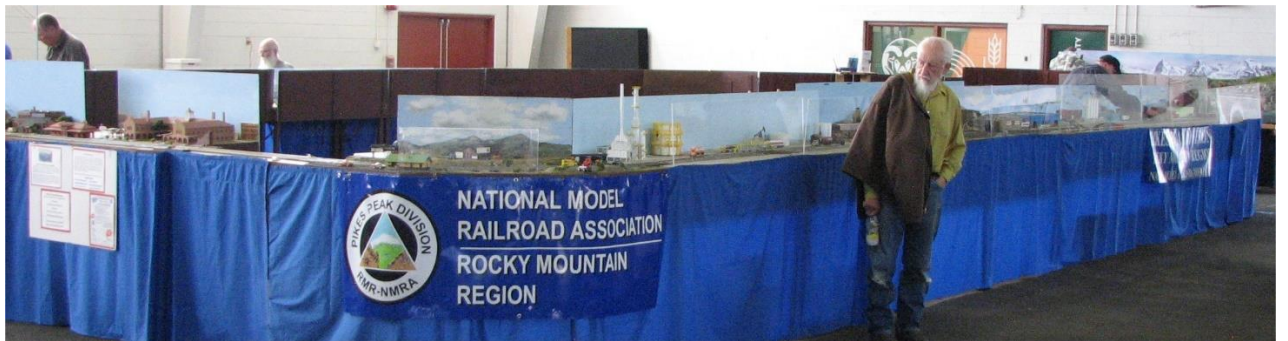
Notes from The Siding

By John Emmot

Well, this is no fun. My wife and I got our latest Covid booster last Thursday. We had never had any issues with any of the previous five. This one was different. We are both still trying to dig out from under this one. Seems like it was about having Covid only without the hospital stay. Now I know what the rest of you were talking about when I had no problems :>(. I was just trying to crawl out of my cave when I realized that this is Milepost weekend. So here we go.

Rail Fair in Pueblo was the weekend following our last meeting. It was a quick turnaround from setting up the PPD layout and the show. The layout was a bit smaller than max when some folks were not able to participate. Mark worked his magic with a 20' by 40' with a truncated corner. That turned out to be a good thing given an uneven floor. All the participating modules were there early, and setup went well with experienced help and the reduced size. We had trains running by 1 o'clock. For the most part everything ran well. There weren't any big electric gremlins, and the roadbed was smooth. Unfortunately, I was not there on Saturday due to domestic obligations, so I can't reflect on that, but I believe it went well. I hadn't even got to the layout on Sunday when I was hijacked by "you have to see this". One of the vendors had a collection of RR lanterns which included an Adlake D&SL RR lantern. So, I was out of money before I got to run a train. But now it's hanging in my rail office. Sunday was a good day. I got to run some passenger trains and brought out my roster of Moffat cars just because I hadn't for a while. I think I will put my No.5 KDs back on. They are hidden under the diaphragms and will better resist disconnect on uneven joiners. The unhighlight of the show was getting home after we tore down at the end of the show. I-25 was shut down by the BNSF derailment and some of us tried the wrong alternatives to get around it. All was well in the end.





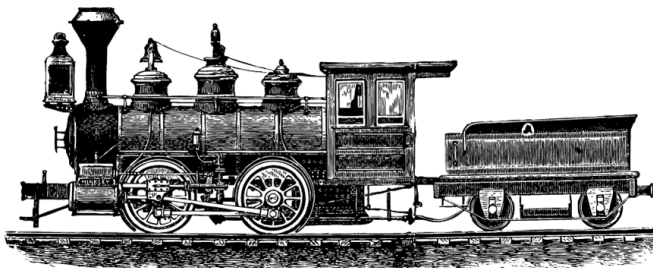


In Calhan, the Fairmont speeder has finally been returned after its rehab. It is now safely in the depot under the new roof. I'm sure when it gets warm next spring, they are going to want to put it on the short track and see if it runs. Keep our fingers crossed, the pigeon barriers still seem to be working in the depot. We may have a lead on some polycarbonate window material that we can afford and use to replace the windows broken out of the steel caboose and to create new windows for the wooden caboose. We are still looking for some woodworkers who can make the frames for the

wooden windows. I'm thinking of posting some flyers at a couple of woodshops to see if we can get any takers. We have a new semaphore signal to put in front of the depot. It is going to need a big hole to put a solid 'deadman' in to keep it standing up. Lots of discussion about exactly where to locate it.

I was working on an article for the Denver and Salt Lake Corona Telegraph when I went down. Now I am behind the writing curve for another deadline. I hope the editor can give a little slack on it. He is wanting to end the publication and I thought this might be my last chance to get some things on paper for the knowledge of the membership. Sometimes folks just don't know when to quit. At 46 issues since inception, the CT is by far the most definitive repository for all things Moffat thanks to Rand Hood and Ken Shaver who have edited it since 1998.

It is now time to end this. There are probably more things to comment on, but right now they escape me. So, I hope to see lots of folks 'round the roundhouse on Friday. Let us not let this little piece of railroading go away.



October 2023 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Asst Superintendent, Mark Fuerstenberger at 7:08 (the secretary was late) in the community room of the Sand Creek Police Station. There were 19 members present and one visitor, Tony's brother Joe. 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 September meeting were approved as published in the Milepost.

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 was accepted as submitted. Amber presented a check for the proceeds from the Division sales at the outdoor TECO show, less the table fee.

Announcements

Mark mentioned the outdoor TECO show at the Colorado Springs Event Center on September 30 was a good 'show of the flag'. John said there was a slight negative financial result, but it was a good overall show. He added that there weren't as many paid entries as he had hoped, but with good, varied participation.

He also noted that we had setup for the Pueblo Rail Fair show on 14-15 October. Mark had a signup sheet for running trains on the layout. The layout setup had gone well with trains running by 1:30.

Mark highlighted the Rails Along the Rio Grande show in Albuquerque, NM in November 9-12, 2023.

He also noted that the NMRA President, Gordy Robinson from United Kingdom, will be at the Colorado Railroad Museum on October 29.

He is looking for a program for the November meeting since Kristin, who was scheduled, won't be present. He also passed around a signup sheet for programs in 2024.

There was discussion about PPD Swapmeets for the rest of this year. There was much discussion of costs and schedules coming up. It was decided that we would revisit the issue for next spring.

Tony talked about the ride on the Royal Gorge RR that day with his brother. He noted the various things they saw in the canyon that he didn't know about. They had been to Bent's Old Fort earlier in the week and found that they had to walk a good distance to visit it.

Drawing

The drawing was for a total of ten prizes this month.

Contest

There was no contest as Tony was the only one who brought an entry.

Program

This month's program was by Mel McFarland who talked about the Cripple Creek Mining district before 1918. He had lots of photographs and great narratives of the mines and railroad activity from the early days.

The meeting was adjourned at 9:02.



Non-Railroad Excursion Turns Into Railroad Excursion

By Tony Pawlicki

On October 18, 2023, during a visit from my Brother Joe, we decided to go and see Bent's Old Fort, 6 miles East of La Junta. Nothing railroad about that -yet. On the way there from Woodland Park to I-25 to Pueblo to US 50, we saw a lot of empty rails along I-25 and US 50, just one ballast train along

I-25 and one coal train along US 50 and the rail yards in La Junta (crossed over them on the way to pick up CO 194 for the last 6 miles to the Fort). Then the fun begins. SURPRISE! Turns out there is no general vehicle access for the last quarter mile from the Visitors' Center to the Fort itself and Joe's knees can't handle such a half-mile round trip (nor could my arthritic left ankle, not having my brace along). We did see the Fort on the horizon at that distance (it is really a large structure) and get a photo (**below**) for proof.



Returning through La Junta we found a cosmetically restored ATSF 1024 Prairie-type (2-6-0) steamer on display along US 50. (Photos **ATSF1024Loco2.jpg** and **ATSF1024Tender.jpg** go here.)



Then we saw a really short (one loco, idler flats and one fuselage) BNSF Boeing 737 fuselage train in the La Junta yard. Back through Rocky Ford, stopped at a museum in a former Carnegie Public Library building (nothing railroad, but did learn that once upon a time watermelons were a bigger deal than cantaloupes in Rocky Ford – see photo **Museum Watermelon**). On the road (US 50) again towards Pueblo – passed the Boeing fuselage train, it having passed us while we were at the museum. Through Pueblo and North on I-25, passed the Boeing fuselage train again!



OK, we can take a hint from the Railroad Gods (planned a non-railroad trip to the Fort, got no Fort but about 7 railroad things), so Friday we took the 12:30 Royal Gorge train (**Royal Gorge Train At Start**) from Canon City, pulled by one of their SD40-2 diesels. They own 8 of the 30 Vista Domes ever built and we rode in one - excellent viewing. Train goes slowly over the 10-mile route, so one can take in the details: spectacular ruins of the old wooden water pipeline along the South bank, including tunnels and rickety steel bridges; the modern water pipeline, with a hiking trail on top of it (**Royal Gorge Pipeline**) until the pipeline crosses to the South bank by going UNDER the railroad and OVER the river; the famous hanging railroad bridge; the suspension bridge and protective net as seen from below. (No South bank photos since it is in deep shadow.) Then it was back to Colorado Springs for dinner and the Division Meeting. With no disasters during the rest of Joe's visit, we appear to have adequately appeased the Railroad Gods.



Pikes Peak "N" Gineers Model Railroad Club

By Mike Peck



34th anniversary party cake.



First DCC clinic

Superintendent's Corner

Hope you all survived Halloween Night! If you have a lot of candy left over, bring it to the Colorado Country Christmas Event to hand out. Now if it's candy you like you may just want to keep it for yourselves.

As you can see from the "PPNG Calendar of Events for 2024", the club has already committed to three shows. We are still waiting to hear from the TCA Rocky Mountain train show in Denver, good place to move the Japanese trains we have. The club will also be doing the Dino show again in 2024, just waiting for Geri to send us the dates. Then there are the senior homes to contact and make arrangements for displays.

I will open the nominations for the 2024 board members at the November business meeting. We could use some new blood for all positions. Please let me know if you are interested in any of the board positions.

Club Anniversary Party

Twelve of us gathered at Mimi's Café to celebrate the club's 34th anniversary. Bob provided a beautiful cake for the celebration, photo is above. Everyone had a chance to just sit around and visit, great dinner.



Just a couple of shots as folks arrived for the party.

Rail Fair

At this year's Rail Fair PPNG had its biggest T-TRAK to date. We used six 8', and one 6' table for the setup. We used 41 different modules and 7 bridges to make the layout look good. It took about two hours to get the center piece of the layout completed. We had to level tables then the modules to make everything level, well sort of level. It didn't take long for the two wings to fill up.



The centerpiece of the layout.



One of the wings.

We had our normal DCC issues until we found out we had broken a connection in the raspberry Pi and shorted out the Pi. We then hooked up the power station from the MTL and all went well for the rest of the weekend. The DC power station worked when it was required. Mike will make one of the T-Junction modules into a power distribution module just for this setup. We will be revamping the regular DCC power station so the new raspberry Pi will be better protected.



A couple of crew shots

Due to the nice weather, the crowd was down from last year, but we made some good deals at the sales tables. Because of the nice weather we had lots of track issues, so I spent a lot of time readjusting modules and adding shims so the trains would run.

Colorado Country Christmas Show

PPNG will be back in our old space, same as the last two years, only bigger. This is just a run only event, so no sales tables. Members are encouraged to bring any Christmas trains they may have to run on the layout.

Setup will be on Thursday November 9th starting at 11 am. We need everyone who is bringing modules to be there at that time or make arrangements for someone else to deliver them. I'm looking at the same layout display we used at Rail Fair. Hopefully set up will go a little faster.

Terry Kift's visit to the Belmont Shores Model Railroad Club

Back in April while visiting my family in Southern California, I paid a visit to the Belmont Shores Model Railroad Club in San Pedro. The club started in 1971 and one of the founding members was Jim Fitzgerald, the inventor of N-Trak. In fact, the first N-Trak model is on display at the club.



Belmont Shores Club Room



Very 1st N-TRAK module

The club is in an old two-story army barracks, Displays, including their traveling layout and the first module is on the first floor with the permanent layout (25' by 90') taking up the entire second floor. When I was there, they were funding raising to paint the outside of the building.



Belmont Shores Club building



Another view of club layout.

I have included several pictures of the club layout. It's quite impressive and they are expanding the layout to include a mining area. You can go to Belmont shores.com to learn more about them. It's definitely worth the visit if you are ever in Southern California.

Medford, Talent & Lakecreek RR

Micro-Trains has come out with a freelance railroad called the Medford, Talent & Lakecreek RR, or "MTL" for short.



MTL old and new paint schemes.



MTL running on PPNG pike.

Micro-Trains will be adding more freight cars and will do passenger as an excursion train, book your passage now!

More Action on the PPNG Pike



Bob's Hot Dogs does big business



The Chinese spy balloon on its way for evaluation and more detailed inspection.

Our Rocky Mountaineer train trip in Canada, Part 5

Today, May 14, we leave Chateau Lake Louise on a coach trip to Jasper. We got up early enough to take another walk around the grounds without having a crowd of people around us. The scene was so quiet and still, it just relaxed the senses with the view.

A couple of hours later, we were on our way to Jasper (Connie and I managed to get a front seat on the coach, making our trip much more enjoyable). Between the Chateau and the town of Lake Louise, we saw our first train of the day, a hopper train going who knows where. A couple of minutes later, we caught up with the pair of CP lead locos.

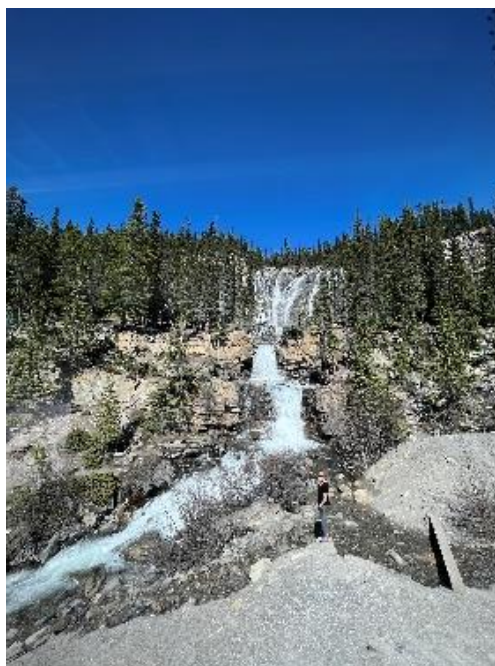


Our coach trip took us from Lake Louise northwestward toward Jasper on Hwy 93, on a very scenic highway called the Icefields Parkway, primarily following a glacial-carved valley. The driver stopped or slowed down many places for picture-taking opportunities. If you have sound turned on while viewing the videos, the 'ticking' you may hear is from the flashers of the coach, since he was driving to the side, slower than the traffic, or pulled over for a particular view.

The first stop was at a viewpoint where we disembarked to see the jagged ruggedness of the area. The Crowfoot Glacier is a well-known glacier. It's a little hard to make out in the video (this being May), but right at the start is the glacier shaped like a crow's foot.

We weren't the only ones there. Across the highway, perched on a concrete road divider, was a huge raven, probably anticipating a possible handout.

After leaving the Crowfoot Glacier viewpoint, we continued on our journey up the parkway. The photos on the webpage show how huge the valley is, and some of the sights along the way, such as steep cliffs, geologic upshifts, and many, many waterfalls overhead from melting snow above.

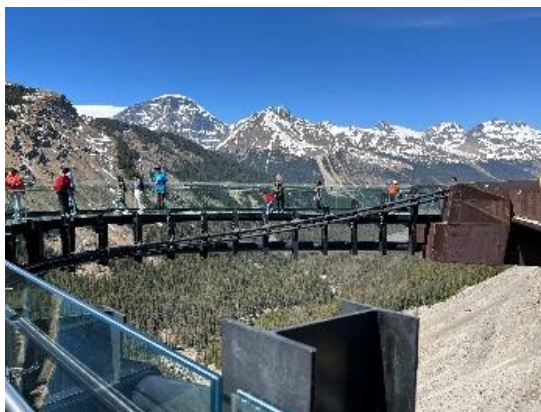


About a third of the way towards Jasper, we climbed up out of the valley and stopped at a pullout called the Big Bend, where we could look back down the valley where we were minutes earlier.

Our next stop was at the Columbia Icefield Skywalk, a short, half-circle overlook, suspended over the valley far below. Did I mention that the floor of the overlook was transparent? My first step onto it gave me a twinge in my insides, but, fortunately, passed quickly.

The driver notified us that we might see a Rocky Mountain goat staying cool in the shade under the overlook, and, sure enough, there was!

Our next stop had us back-tracking about 12 miles (excuse me, 20 kilometers) to the Jasper National Park Icefield Information Centre and Glacier Gallery. We rode in a tall, slow-moving 'shuttle' (photo on the website) from the center to the Athabasca Glacier, where we could exit the vehicle and walk out onto the glacier. When we had to leave (phooey!), the shuttle took us back to the Information Centre where we a cafeteria-style lunch provided for us.



Then it was time to move on. The coach tour continued up the valley where we saw many more waterfalls, including a short walk to get a close look at the Athabasca Falls. The falls had cut down through many layers of rock totally almost 80 feet. The falls roared pretty good, making talking a tad difficult, but it was a beautiful sight.

The falls heralded a drop in the road, which put us in a wider valley floor where we find Jasper.

By the way, always during the coach trip, the driver was always on the lookout for any large wildlife. Unfortunately, by the time he or one of the passengers shouted out, it was too late for some of us to see the creature. However, the driver did see a bear (Black Bear?) and managed to stop where we could watch it saunter off into the trees.



And so, we arrived in Jasper on the 14th, where a tank train welcomed us. We entered the town from the south end and traveled through Jasper on the main drag, and out the north end about a mile or so to wind up at the Fairmont Jasper Park Lodge, where we stayed for two nights.

The view from our cabin was wonderful. While there were plenty of trees, a view of the lake was not completely blocked. We could walk about 20 yards to the edge of the lake, where there was a path around the edge of the lake. This is the path we took to go to the main lodge for our meals.

That first evening, the lake presented such a beautiful sight and calmness. During our walk we saw quite a lot of wildlife: ducks, geese, swans, elk, rabbits. I managed to get a video of a duck searching(?) underwater for food, then suddenly popping up, seemingly from nowhere.

The next morning, on our way to breakfast at the lodge, the lake surface was so still that it perfectly reflected the trees and the mountains in the background.

On our only full day in Jasper, we took a shuttle bus into Jasper to do the usual touristy stuff: wander around town, buying trinkets and souvenirs, and take pictures. Of course, that included wandering around the rail yard and station. The yard wasn't all that small either. The inside of the station was very nice and clean looking. It even had some old advertisements on the wall. At least, they had an older look to them.



Outside was a static display of an old Canadian National 4-8-0 steam loco. The logo, I believe, is from the 1920's. The yard apparently also served as a passenger stop for the Canadian VIA Rail service. I also got a close-up view of a hi-railer! I'd love to get a ride in one someday. Don't guess that will happen anytime soon.

In our tourist wanderings around town, the temperature was fairly warm, probably in the 80s. We were rarely more than two blocks away from the yard, so we saw a number of trains passing through. And we saw a beautiful, nicely done mural of a long train on a river curve on the side of one of the buildings.

Eventually, we got a little tired walking around in the heat, so we sat in some shady spots to wait for the shuttle bus to take us back to the lodge.

The next morning, May 16, on our walk to the main lodge for breakfast, we saw several cow elk, right next to the path. Seems they were used to the area and people.

Once breakfast was done, we were on our way to the station for our last leg of the trip: a three-day train trip back to Vancouver. That morning is when we first encountered the smoke from all the Canadian fires north and west of us.

[Railway Dinning](#)

By Mike Maline

While visiting the California State Railroad Museum gift shop, I found the Harvey House Cookbook - "Memories of Dining along the Santa Fe Railroad" by George H Foster & Peter C Weiglin. I've always been a sucker for cookbooks, and this one caught my eye. You see, my grandfather was a cook on

the Santa Fe Railroad, and I've always fancied myself a good cook (of course, attributing my excellent skills to my genetics). Since my dear husband has not submitted recipes recently, I've decided to pick up the mantel. He picked the recipe. We start a new recipe tradition with a new book.

La Fonda Pudding

Konrad Allgaier, Chef, La Fonda Hotel, Santa Fe, New Mexico

- 1 cup (12) graham crackers, finely crushed,
- 3 egg yolks
- 1 cup sugar
- ½ cup chopped walnuts
- 1 teaspoon baking powder
- 1/8th teaspoon salt
- ½ teaspoon vanilla
- 3 egg whites, stiffly beaten
- heavy cream

Beat egg yolks until thick and lemon colored; gradually add sugar, beating constantly. Fold in graham crackers and chipped nuts, baking powder, salt, and vanilla. Fold in beaten egg whites. Bake in a buttered 8" x 8" x 2" pan in a moderate oven (350 degrees) for 45 minutes. Cool pan for 10 minutes. Remove from pan. Cut into squares and serve topped with whipped cream and extra chopped walnuts if desired.





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