



The

# *Milepost*

**Volume 43, Number 9 – September 2023**

**The official newsletter of the Pikes Peak Division**

**Rocky Mountain Region – National Model Railroad Association.**



**NEXT MEETING:**

**Friday, September 8<sup>th</sup>, 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 9, September 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](mailto:dave@bristow-family.org) Thank you.

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## Next Meeting on Friday, September 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>

This year's programs in greater detail:

- September 8, 2023 – Layout Tour Re-cap – by Mark Fuerstenberger
- October 13, 2023 – Switching the Mines in Cripple Creek – Mel McFarland
- November 10, 2023 - Harvey Houses of the Southwest / Harvey Girls - by Kristen Phillips
- December 8, 2023 - No Program / Christmas Party

## Editor's Thoughts

My wife and I recently took a cruise from New York City to Toronto. It was a great experience, we saw lots of interesting things, but unfortunately very little railroad activities. One of the highlights was Quebec City, with old buildings and much history. One of the newer buildings in the old city is that of the Frontenac Hotel which sits atop the bluff that separates the lower from the upper town. Under the board walk in front of the hotel the remains of the original fortifications the French built. The day we visited it the weather was far from optimal to capture pictures.

The Canadian Pacific Railway (CPR) built several luxury hotels in the early 20th century as part of its efforts to promote tourism and travel along its rail lines. These hotels were often located in scenic or historically significant areas across Canada. Some of the most famous luxury hotels built by the CPR during this period include:

- Fairmont Banff Springs Hotel (Banff, Alberta): This iconic hotel, often referred to as the "Castle in the Rockies," opened in 1888 but underwent significant expansion and renovations in the early 20th century. It's located in the stunning Banff National Park and is a prime example of CPR's grand railway hotel architecture.
- Chateau Lake Louise (Lake Louise, Alberta): Built in 1890, this hotel is situated on the shores of Lake Louise in Banff National Park. It was also expanded and renovated in the early 20th century, becoming another beautiful example of CPR's chateau-style hotels.
- The Fairmont Empress (Victoria, British Columbia): Opened in 1908, this grand hotel is located in Victoria on Vancouver Island. It's known for its elegant architecture and its picturesque location overlooking the Inner Harbour.
- The Fairmont Hotel Vancouver (Vancouver, British Columbia): This hotel, originally opened in 1939, became one of the city's landmarks. It underwent several renovations and expansions, offering luxurious accommodations in the heart of Vancouver.
- The Fairmont Royal York (Toronto, Ontario): Opened in 1929, this hotel is situated in downtown Toronto and is one of the city's most renowned luxury hotels. It's a prime example of CPR's commitment to providing elegant accommodations for travelers.
- The Fairmont Le Château Frontenac (Quebec City, Quebec): This stunning hotel opened in 1893 and is perched atop a hill overlooking Old Quebec City. It's one of the most iconic landmarks in the city and showcases CPR's castle-like architecture.

These luxury hotels not only provided comfortable accommodations for travelers but also played a significant role in promoting tourism and travel throughout Canada, contributing to the country's cultural and historical heritage. Many of these hotels are still in operation today and continue to be renowned for their elegance and historic significance.

The Fairmont Le Château Frontenac, commonly referred to as the Château Frontenac, is one of Canada's most iconic and historic hotels. Its history is closely tied to the city of Quebec and the development of tourism in Canada. Here's an overview of its history:

- The Château Frontenac was designed by American architect Bruce Price and was built by the Canadian Pacific Railway (CPR). Construction began in 1892, and the hotel officially opened its doors

on December 18, 1893. It was named after Louis de Buade, Count of Frontenac, who was a governor of New France in the 17th century and played a significant role in the history of Quebec.

- The Château Frontenac was part of CPR's strategy to promote travel on its rail lines by offering luxurious accommodations at key destinations. The hotel was strategically located on a prominent hill overlooking the historic Old Quebec and the St. Lawrence River, making it a focal point for tourists.
- The Château Frontenac's architecture is often described as "Châteauesque" or "castle-like." It features turrets, copper roofs, and a distinctive design reminiscent of a European castle. Its grand appearance quickly made it a symbol of elegance and luxury.
- Over the years, the Château Frontenac underwent several expansions and renovations to meet the demands of modern travelers. Significant renovations were carried out in the 1920s and 1990s, preserving its historic charm while adding modern amenities.
- The Château Frontenac has hosted many notable guests, including royalty, heads of state, and celebrities. During World War II, it served as the venue for the Quebec Conferences, where important decisions about the war were made by Allied leaders Winston Churchill, Franklin D. Roosevelt, and William Lyon Mackenzie King.
- The Château Frontenac is now operated by Fairmont Hotels and Resorts and continues to be one of the most famous and luxurious hotels in Canada. It offers exquisite accommodations, dining, and stunning views of Quebec City and the St. Lawrence River.
- In 1980, the Château Frontenac was designated a National Historic Site of Canada in recognition of its architectural significance and its role in Canadian history and culture.

The Château Frontenac remains an iconic symbol of Quebec City and Canada, attracting visitors from around the world who come to admire its architecture, soak in its history, and experience its luxurious hospitality in a setting that blends the old-world charm with modern comforts.



The Canadian National Railway (CNR or CN) also played a significant role in the development of luxury hotels in Canada, particularly during the early to mid-20th century. These hotels were built to attract tourists and promote travel on CN's rail lines. Some of the luxury hotels built by the Canadian National Railway include:

- The Prince of Wales Hotel (Waterton Lakes National Park, Alberta): Built in 1927, this hotel is in Waterton Lakes National Park in the Canadian Rockies. It offers stunning views of Waterton Lake and the surrounding mountains.
- The Hotel Newfoundland (St. John's, Newfoundland, and Labrador): Originally opened in 1926, this hotel overlooks St. John's Harbor. It has been renovated and expanded over the years and offers luxurious accommodation in Newfoundland's capital city.
- The Fort Garry Hotel (Winnipeg, Manitoba): Built in 1913, this historic hotel is located in downtown Winnipeg. It's known for its distinctive architecture and elegant interiors.

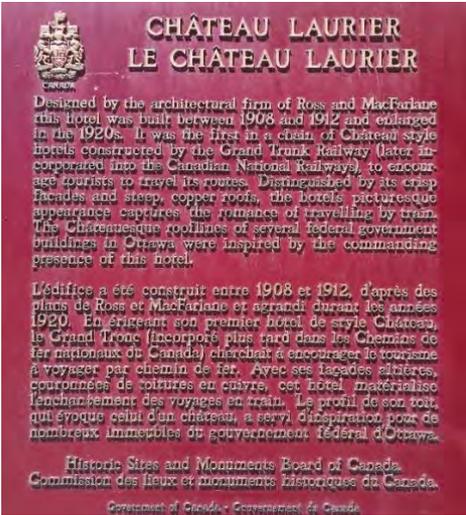
- The Chateau Laurier (Ottawa, Ontario): While not directly built by the CN, this hotel was acquired by the CN in 1923 and became part of its hotel division. The Chateau Laurier is an iconic luxury hotel located near Parliament Hill in Ottawa and was originally opened in 1912.
- The Jasper Park Lodge (Jasper National Park, Alberta): Although not directly owned by CN, the railway played a role in promoting this hotel. Built in 1922, the Jasper Park Lodge is situated in a stunning natural setting in the Canadian Rockies and offers high-end accommodations.
- The Bessborough Hotel (Saskatoon, Saskatchewan): Opened in 1935, this grand hotel is known for its castle-like appearance and beautiful gardens. It has become a landmark in Saskatoon.

These hotels, like those built by the Canadian Pacific Railway (CPR), aimed to provide luxurious and comfortable accommodations to travelers and tourists exploring Canada. They often featured distinctive architectural styles and were strategically located in picturesque settings to attract visitors. Many of these hotels are still in operation today, offering a blend of historic charm and modern amenities to guests.

The Fairmont Château Laurier, commonly known as the Château Laurier, is a historic and iconic hotel located in downtown Ottawa, Ontario, Canada. Its history is closely tied to the Canadian Pacific Railway (CPR) and the development of luxury hotels in Canada. Here's an overview of its history:

- The idea for the Château Laurier came about in the early 20th century as part of CPR's efforts to establish luxurious hotels along its rail routes to attract travelers. The hotel was named after Sir Wilfrid Laurier, Canada's seventh Prime Minister, who served from 1896 to 1911.
- American architect Bradford Lee Gilbert was tasked with designing the Château Laurier. Construction began in 1909, and the hotel officially opened its doors on June 1, 1912. Its distinctive architecture combines elements of French Gothic and Châteauesque styles, featuring turrets, steep roofs, and intricate stonework.
- From its early days, the Château Laurier was considered a symbol of luxury and elegance in Ottawa. It quickly became a hub for politicians, diplomats, and celebrities visiting the capital city.
- In 1923, the Canadian National Railway (CNR or CN) acquired the Château Laurier, adding it to its portfolio of luxury hotels. CN continued to operate the hotel in the same spirit of luxury and hospitality.
- The Château Laurier has hosted numerous dignitaries and members of royalty over the years. Notably, King George VI and Queen Elizabeth (the Queen Mother) stayed at the hotel during their 1939 royal tour of Canada.
- The hotel has undergone several expansions and renovations over the years to keep it up to date while preserving its historic charm. Significant renovations were carried out in the 1980s and early 2000s.
- The Château Laurier is now part of the Fairmont Hotels and Resorts chain. It continues to be a prominent landmark in Ottawa, offering luxurious accommodations, dining, and event spaces.
- In 1980, the Château Laurier was designated a National Historic Site of Canada in recognition of its architectural significance and its role in Canadian history.

The Château Laurier stands as a testament to the elegance and grandeur of early 20th-century railway hotels in Canada. Its prime location near Parliament Hill makes it a symbol of Canadian hospitality and a favored destination for tourists and dignitaries visiting the nation's capital.



David

## [Drawing Prizes Preview](#)

**By Tony Pawlicki**

“Teaser” preview of some prizes available at the drawing during intermission at the July 2023 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free - encouraged, even - to bring/donate surprise items! The more the merrier! (Wade’s and Mr. Lugg’s and Alan Hutchins’s donations won’t last forever, folks – in fact, Mr. Lugg’s donations were exhausted with the February drawing.)**

## (Some of) The September Meeting Offerings

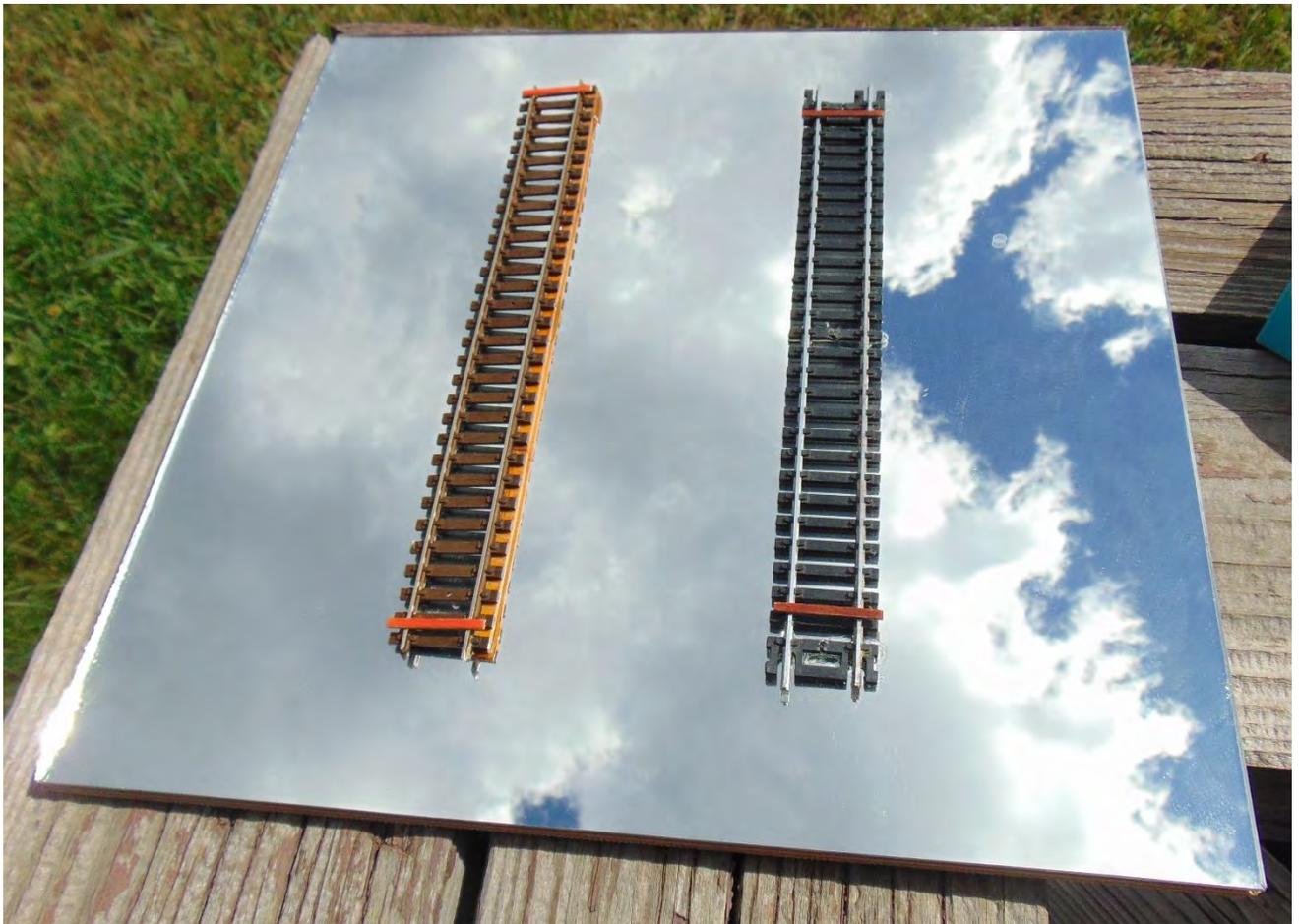
T&P 24094, HO scale 40-foot wooden-side stock car. Athearn model. Gift of Alan Hutchins.

Features:

- As received:
  - Kadee #5 couplers.
  - Metal wheelsets.
  - Weathered trucks.
  - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
  - All stirrup steps intact.
- Modifications:
  - Added cut levers and associated brackets.
  - Weathered wheelsets.
  - Checked coupler heights – needed one 15-mil (red) Kadee fiber washer per truck.



Mirrored 2-track display stand (glass mirror base with cardboard underlay), HO scale standard gauge. Gift from Wade Mountz. One of the tracks is superelevated.



PGRX 4183, HO scale 40-foot "scribed reefer" kit, decorated for Procter and Gamble's CRISCO lard. Athearn Blue Box model. Gift of Alan Hutchins, upgraded by Tony Pawlicki (I won this at the August drawing).

#### Features:

- As received:
  - Never-assembled kit; all parts appear present (apart from one missing roof hatch and associated latch; those seem prone to going missing from these Athearn models).
  - Plastic wheelsets.
  - Horn-hook couplers.
  - All six stirrup steps intact.
  - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Modifications:
  - Completed assembly. (Apart from one missing roof hatch and associated latch; those seem prone to going missing from these Athearn models.)
  - Replaced horn-hook couplers with Kadee #5.
  - Added cut levers and associated brackets.
  - Replaced plastic wheelsets with weathered 33" wheelsets with shined treads.
  - Weathered trucks.
  - Checked coupler heights – needed two 20-mil (grey) Kadee fiber washers on "B" end and raising both glad hands (a derailment at a grade crossing is a real nuisance, especially during a TECO train show).
- Room for improvement:
  - Add missing roof hatch and associated latch.



B&LE 20090. Three-car set of HO scale iron ore hopper models (all three are numbered 20090). MTH models. These are standalone models, but are suitable for modification into drawbar-coupled set (like “quads” seen in iron ore service on other roads such as DM&IR). Gift of Alan Hutchins.

#### Features:

- As received:
  - Horn-hook couplers.
  - Truck-mounted couplers.
  - Plastic trucks and wheelsets.
  - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera). (Later versions had Consolidated Stencils on center panel.)
  - All stirrup steps intact.
  - All pulling loops intact. (One just inboard of each truck center – later versions had single loop per side, roughly centered on side.) These are massive compared to those on typical freight cars, suggesting expected usage, possibly on long strings of ore cars.
  - NO side height extensions. (Later versions had extensions to accommodate lower-density taconite pellets.)
- Room for improvement:
  - Add cut levers and associated brackets (end units only if creating drawbar-coupled set).
  - Replace wheelsets with weathered 33” Kadee metal wheelsets with shined treads.
  - Weather trucks.
  - Check coupler heights.
  - If desired, convert to drawbar-coupled 3-car set (eliminates issue with truck-mounted horn-hook couplers for 4 of the 6 trucks, plus allows for closer spacing between cars). DM&IR converted many of their ore cars to 4-car drawbar-connected sets commonly called “quads”.
  - Convert from truck-mounted couplers to body-mounted Kadee #5 couplers.
  - Renumber so each car has a unique number.



## Show and Tell Reminder

By Tony Pawlicki

This note is a reminder that this is the month for the bi-monthly Show And Tell session/contest at the Division meeting (Yes, it's this month – you've had 5 weeks to get ready for the ***“salvage and resurrection”*** contest and show-and-tell.)

**THIS SESSION'S THEME:** Flatcars. This is quite a broad category, as it includes:

- short ones and long ones
- old ones and new ones
- bulkhead flatcars (high or low bulkheads) [so, 2 varieties]
- centerbeam flatcars (truss or opera window centerbeams) [so, 2 varieties]
- trailer-on-flatcar (TOFC) flatcars
- container-on-flatcar (COFC) flatcars
- heavy duty flatcars (4, 6 and 8-wheel varieties) [so, 3 varieties]
- drop-center flatcars
- others I've not thought of.

All may be with or without loads (so at least 20 varieties).

See you there!

# September Wavy Rails

By Joe Costa

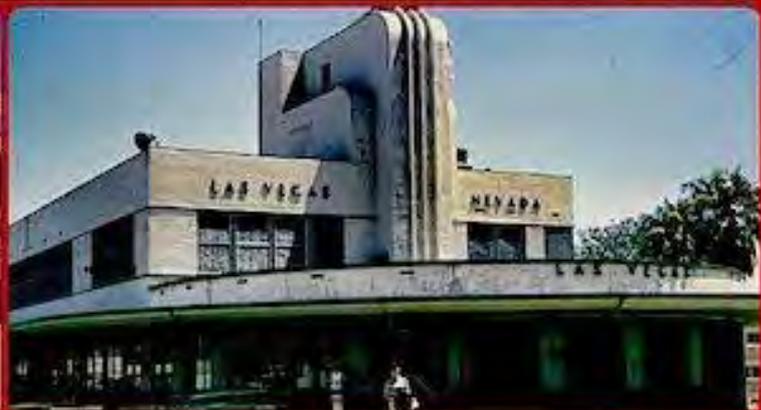


These come from a Gustav Time video called BigBoy on the Worst Tracks. The engine is forced to go through all kinds of insane grades and contortions. The boiler goes to left and right extremes. In real life, the Union Pacific thoroughly checks out its route in advance.

<https://www.youtube.com/watch?v=EnP2phr3hNc&t=179s>

There are real videos on YouTube where very slow-moving real trains navigate extremely convoluted tracks at low speed.

### Past is Prologue, Baby



# SO-CAL TO VEGAS 2026



## Unapproved Indian Elephant Railroad Crossing



This time the elephant got away with it.

There are pictures on the Internet of elephants crossing railroad tracks or on railroad bridges with fatal results too gruesome to post.

Similarly, reindeer herds in Norway and elk herds in Idaho have had fatal encounters with trains.

### **Where not to Cross the Tracks in Texas**



### **Never Play Chicken on NY Subway Tracks**



### **Hogwarts Engines**

[\(839\) The Tragic Story of the FAKE Hogwarts Express - YouTube](#)

Both engines came from the same scrapyards in Barry, Wales but only the second starred in the movie.

## Tokyo

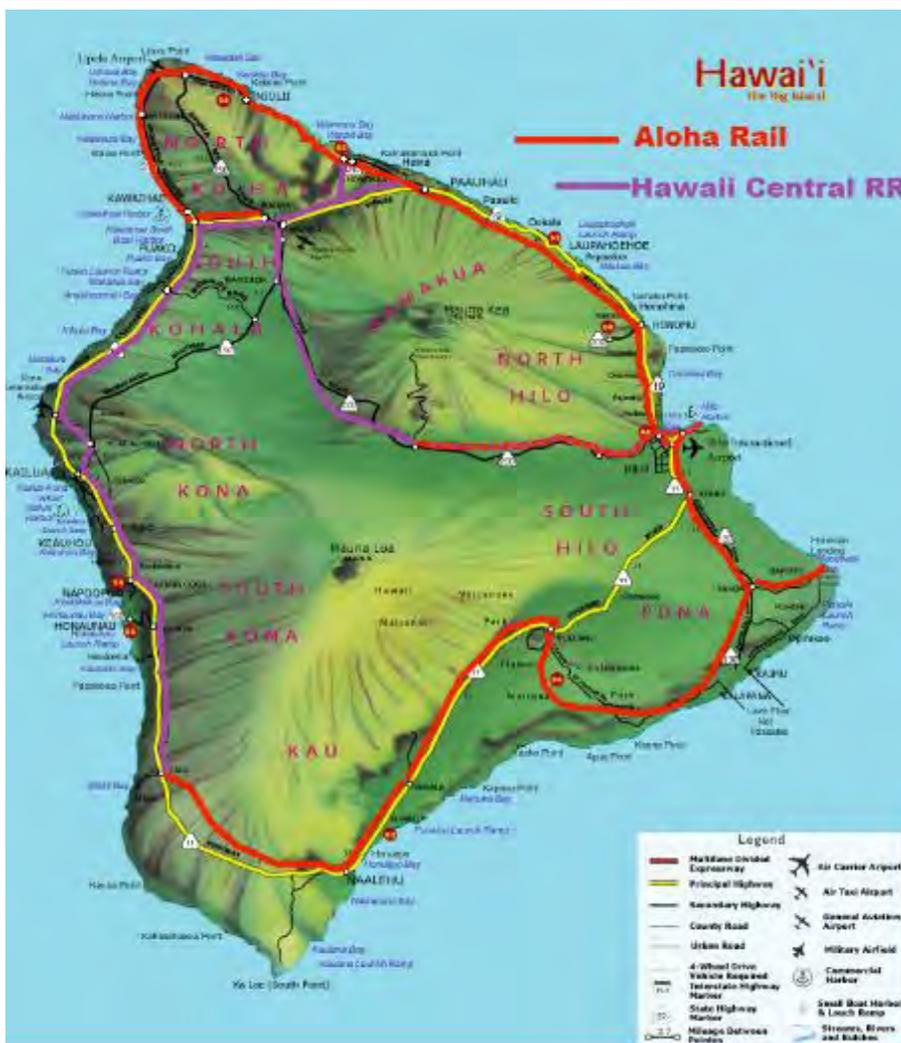
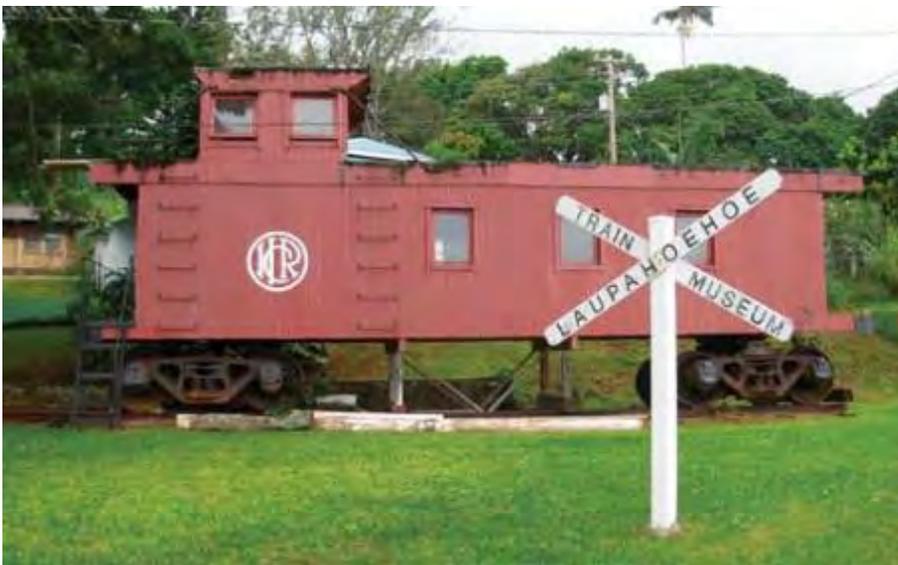


## London



## Hawaiian Railroad History

At our recent family reunion, we passed by a small railroad museum on the Big Island where we checked out some rolling stock. The small museum was closed on the day we passed by.



## The Challenge in Maui

On a sadder note, Lahaina Sugar Cane Train Museum was one of many historic buildings destroyed during the recent fire in Maui. There had been hopes of restoring the tourist line. The northern two thirds of the line and the repair shops were unaffected.



**In better days**



## Lahaina Sugar Cane Train Museum before the fire



This train used to carry sugar cane from the fields to the harbor. From 1969 to 2019, it carried tourists and locals for fun trips along the west side. The ride was about a half-hour in each direction, but it was only a 7-mile trip, with the train traveling at the leisurely speed of 12 miles per hour.

## Lahaina Depot and Town after the Fire



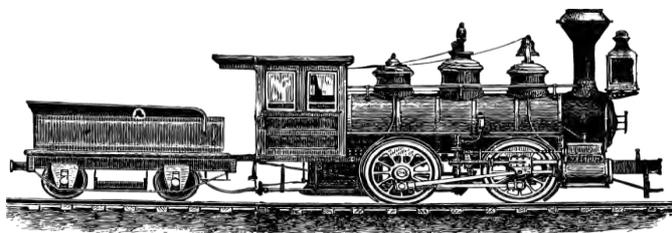


Hawaii had one of the lowest insurance rates in the country until a blown transformer rained sparks onto the dry Lahaina hillside during a windstorm and a chain of misfortunes and misjudgments pushed a decrepit and poorly designed system over the edge causing the worst fire disaster in a hundred years. Kaanapali experienced a small fire which was quickly put out.

The current plan is to use hotel space north of Lahaina for refugees from the destroyed town while opening up the rest of the island to tourists.

### **Blame it on Sugar Cane!**

Lahaina, the [former capital of the Hawaiian Kingdom](#), was once a thriving, ecologically diverse landscape full of [fish ponds and diverse crops](#) that included sweet potatoes, kalo (taro), and 'ulu (breadfruit). But colonization, and the extractive agricultural systems that came with it, had a devastating impact on reshaping the landscape ecologically, culturally, and economically –not only depleting soils of fertility but making much of the island more fire-prone.



## **Notes from The Siding**

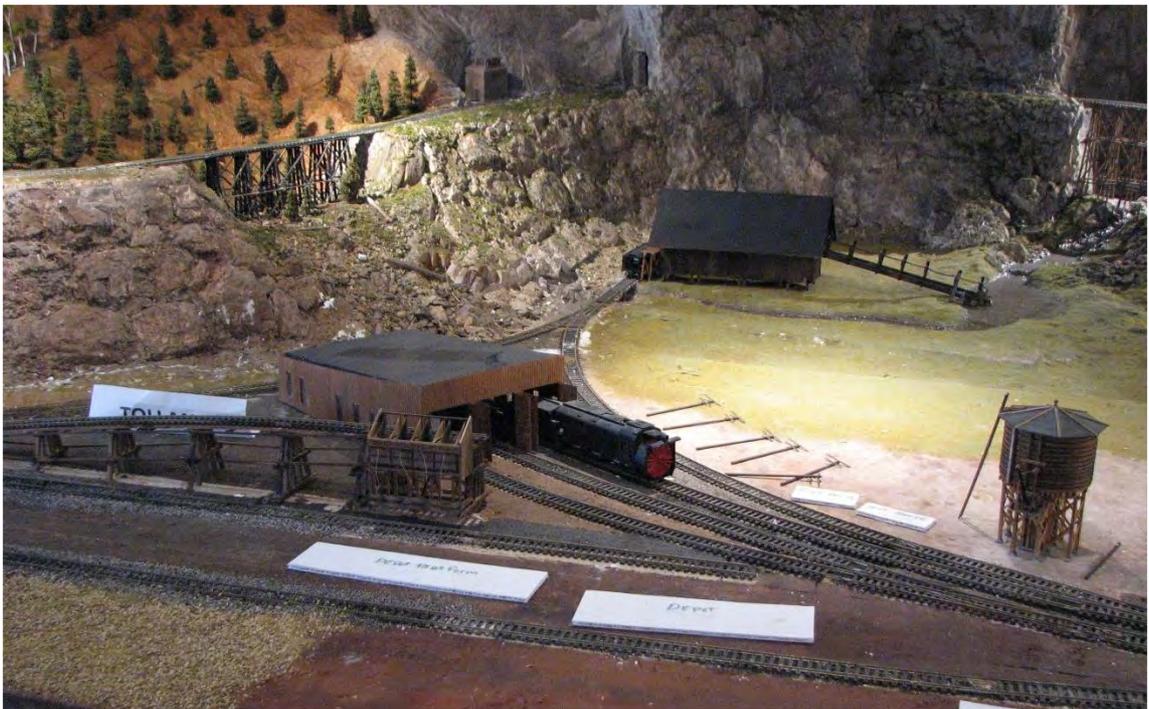
**By John Emmot**

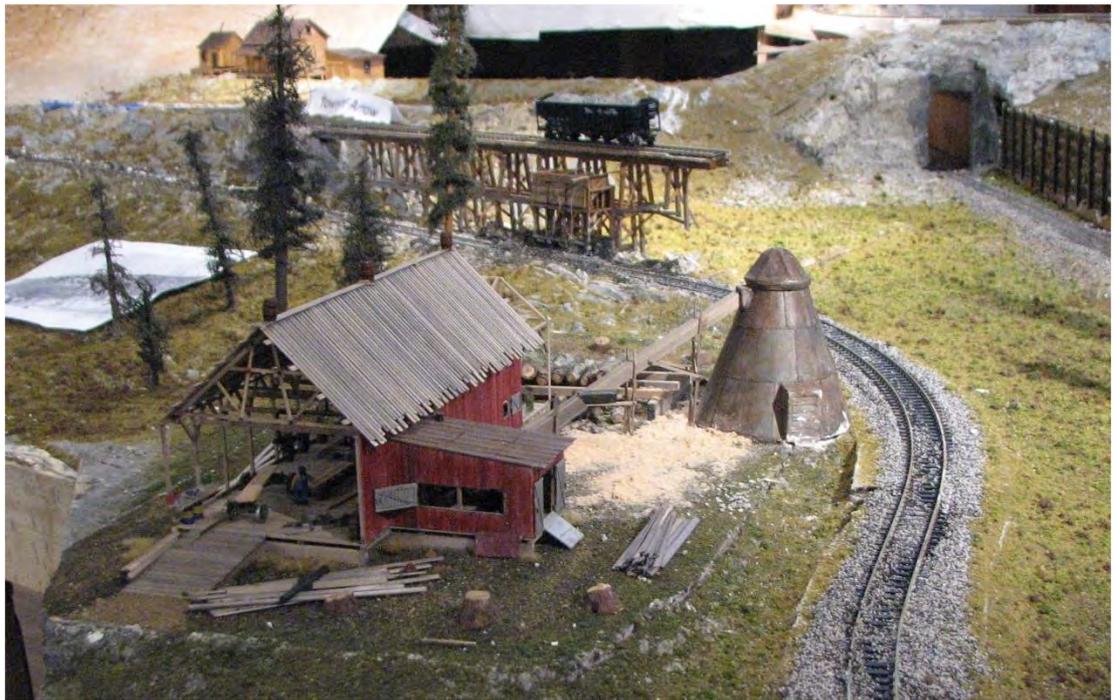
It's been a long month. And this is a short turnaround from the first Friday.

It was gratifying to see many of our group present at the Memorials for Wade. There was a great turnout for both. We will miss his leadership as we go forward.

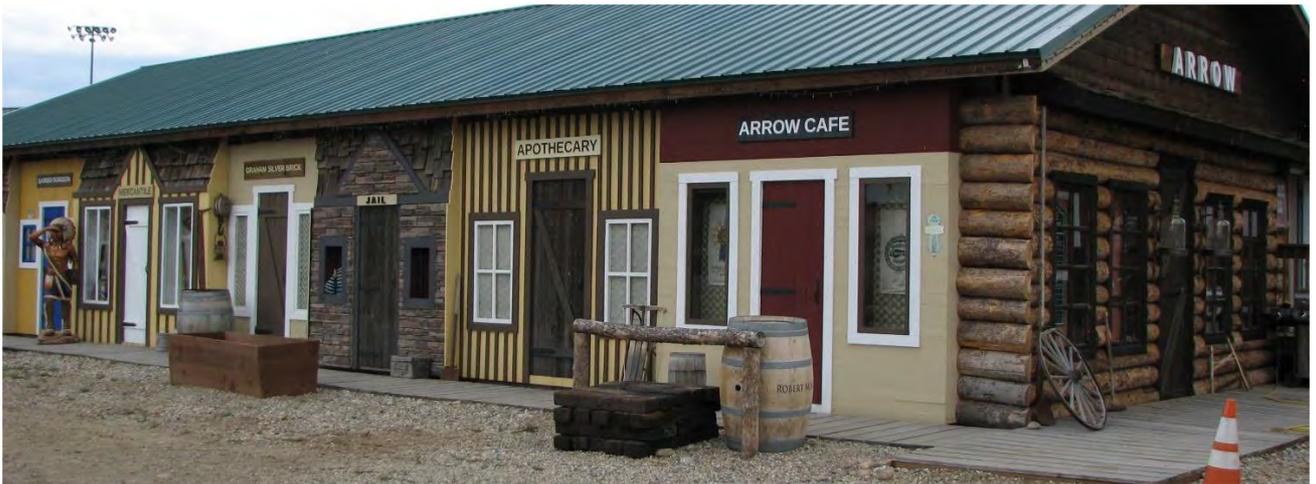
I got to spend three August days in Granby visiting Dave and the Moffat Road Railroad Museum. He is in the midst of preparing to move the Dumont depot from Dumont to the museum in Granby. That's just one of the many projects in the works. I also transported a 1950s Lionel collection from

Colorado Springs to the museum. It included an original coal loader, log dump and loader, milk car unloader and an operating cattle car. And many other vintage Lionel pieces. All in pristine condition. I also had the opportunity to sort the usable Moffat items from the chaff in a giant collection he acquired in Denver. It is amazing to handle many of the fantastic parts available to HO scale modelers. We found lots of parts that can find a home on the Moffat Road layout. I also got to see the layout he is building to depict the railroad that Dave Moffat built. It consists of a series of vignettes of iconic places on the route. One scene is of the opening ceremony for the Moffat Tunnel on February 28, 1928. The exterior of the new layout building pays homage to the town of Arrow, the end of the line in 1904. The 1905 passenger car has a roof over it while it waits for its turn in line for more restoration work. The actual 10061 steel Moffat cabooses has all its walls replaced and is waiting for exterior details and interior restoration. Dave enjoyed my visit so much that he invited me to the November TCA show in Loveland. We'll see how that plays out.







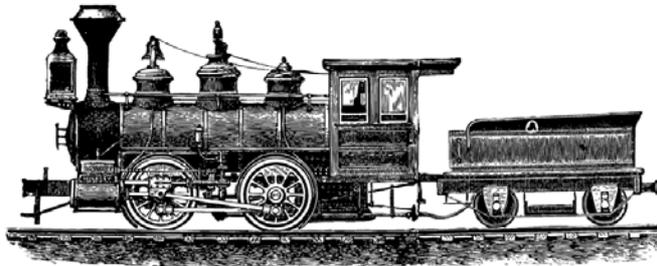


Last Friday was a workday in Calhan. We needed to complete the installation of the plastic netting under the soffits. When the edges of the roof failed, it allowed soffit joists to lose their grip on the soffit boards. When they were removed to allow for the restoration work, the local pigeon population saw an opportunity and took advantage of the easy access. While it is one thing to offer shelter to wild creatures, they showed their appreciation by making 'deposits' in our depot. That had to stop. Finishing the mesh installation should end that practice :-). The Calhan pictures were taken by Wayne Kemp. At the same time, Eian, our volunteer electrician, was there beginning the installation of a new signal control box to replace the one damaged by the vandals. The not bad news is that we didn't see any new vandalism since we were there last.



I guess I ought to wrap this up. I just spent the last two hours recovering my file system after it said all my WORD files were corrupt. I may have to take back half of the bad things I've said about Microsoft, since it was their software that seems to have fixed it. I haven't been that scared in a while. I couldn't imagine losing 20 years of records.

The contest is prototype photos. Hoping to see lots of folks 'round the roundhouse on Friday.



## August 2023 Minutes

**Secretary, John Emmot**

The regular monthly meeting was called to order by Asst Superintendent, Mark Fuerstenberger at 7:01 in the community room of the Sand Creek Police Station. There were 21 members present. Amber had a laptop 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 July 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 covered the income and expenses (\$409.79 for 5-year extension of our PPDNMRA domain name. This extension also includes the "dot org" designation if we would like to use that domain.). The statement was accepted as submitted.

## **Chairperson Reports**

Mark began the meeting by thanking Mike and Elizabeth Maline for hosting the Division picnic on July 29.

He also recognized Mike Wilson and Paul Petty for the first iteration of our summer layout tours last weekend. The next open houses will be on August 20.

He noted the times and locations of the two remembrances for Wade.

Kristian made a motion that the PPD donate \$100.00 to a favorite charity of Wade's, The Elks Lodge Veterans Committee. Motion passed and Tony will prepare a check when he gets the details for the recipient.

Elizabeth reminded everyone of the TECO outdoor swap meet in the parking lot of the Colorado Springs Event Center on September 30 from 9AM to 1PM. Contact Mike Peck to reserve vendor spaces.

Mark noted the Rocky Mountain Region Convention in Albuquerque, NM on November 10-12. It's only a six-hour drive.

Mark asked for an update on the work at the Calhan depot. John noted that the crew was installing plastic mesh on the open soffit to try to keep out the new pigeon population, the new roof on the depot thanks to Scheffe Roofing, the recent spate of vandalism particularly to the steel caboose and the 240 feet of new track recently laid for the Fairmont speeder.

Elizabeth noted the Rail Fair in Pueblo in October and said that we were getting responses from some groups who wanted to set up some substantial layouts. She asked what the PPD was planning to bring for the show. Mark said he would poll the modular members to determine a size.

The members voted to purchase the remaining pieces of the railroad collection that Jack was selling for \$15.00.

## **Program**

This month's program was by Mike Maline who discussed the Virginia and Truckee Railroad and its operations. He outlined the small roster of locomotives and rolling stock and noted the prodigious amounts of lumber and ore handled by the railroad in support of mining in the Comstock Load. He used many great old photos to illustrate the activities.

## **Drawing**

The monthly drawing was held with more RR kits and cars.

## **Contest**

There were several entries in the photos contest for August. First place went to Tony for his picture of a model engine house, second to Amber for what seemed to be Rio Grande hoppers at the Martin Drake Power Plant, and third to Jack for his photo US Army GP-9s at Ft Carson. It was revealed that Amber's picture was of HO scale cars placed outside with the power plant in the background to create a very convincing composite image.

The meeting was adjourned at 8:19.

# Pikes Peak “N”Gineers Model Railroad Club

By Mike Peck



PPNG members at NMRA picnic.



Chris working on track at North Platte

## Superintendent's Corner

Here we are starting September, summer finally arrived for us, and we have a few projects to work on. For those of you working on T-TRAK modules, try and get the scenery work completed. The other project for us to complete is finishing the new club trailer when it gets cool enough to work in it.

At the August business meeting several subjects came up that will be worked on in the next few months. First up will be looking into the club becoming a 501C3, I will be forming a committee to work on this proposal to get all the information required before it is presented to the membership for approval in proceeding to apply.

Next, we'll be holding the first committee meeting to come up with policy and procedures allowing non-members to run trains at the club room.

Some of the track issues we had in the club room have been repaired so all four lines are now fully operational. Thanks, Rick, for replacing a bad switch of the blue line. Mike finished the track repair on the walk-in bridge on the green line. We will be working on a power issue on the green line DC throttle, no power. The DCC works fine.

Next, we'll start putting clinics together for the rest of the year. Future clinics will include electronics, track laying, switch removal and replacement, and hopefully some scenery clinics.

## North Platte Train Show

This was the club's first invite to attend this event. Mary, Chris & I arrived on Thursday a little after 4:30pm to set up. We were all set up and running trains by 6pm with a sandwich break somewhere in there. Turned out this was a three-day event, so it worked out well for us to look around and get into trouble by finding something we just had to have. Those of us that attended had a great time and got to attend several of the events that were offered. Will try and catch the other events we didn't have time for next year.

We didn't have to worry about lunch as it was provided for us every day, sandwiches, salad, and a snack, as well as pizza. We got to meet a lot of new people and vendors. Most of the layouts were from Colorado, with PPNG being one of them.



Denver YMR



Colorado Rail Link



Sunrise Club



Local club

On Sunday we were packed up and on the road by 3:30pm and headed back to Colorado Springs taking backroads and home by 8pm.

## Bailey Yards

Those of us that went to the North Platte Train Show also got to take the bus tour of the Bailey yards and go to the top of the Golden Spike tower. Mary, Chris & I went over to the tower Friday night to take the bus tour. We were ushered in, given colored arm bands, and sent into another room to get food and drink and then outside. We sat with some other folks and ate and visited. Chris won a door prize. We were having so much fun we forgot about the bus tour and found out we missed it by an hour. We were able to reschedule and go Saturday night. We took advantage of our missed bus tour by going up into the Golden Spike tower. We were able to view the north hump yard in action and watched a few trains move around the yards. Spent about an hour and half there before heading back to the hotel.



Diesel shops west Bailey yard.



Main office and operations building.



Cars released from south hump yard.



Destination trains waiting for Locos and crews.

The bus tour took about an hour to an hour and a half. There was action everywhere on the tour. Got to see UP's version of Area 51, Crack detector building, the only caboose operating on the UP along with hundreds of locos and cars of all kinds.

For those that think we should build this yard, we would require a tabletop of 33'X264' in N scale to make this yard, just to give you an idea of the size of Bailey yard.

After our bus tour we headed out into the country to view an HO layout.



HO open House we attended.

It was hot most of the time, so we found most of the ice cream stops.

## NEWS Flash – Amtrak in NEAR FATAL CRASH

On Saturday August 5, 2023, an Amtrak train split the Rockville siding switch, resulting in a collision with a freight-car. No injuries were incurred but legal action is being pursued.

Upon further investigation, an eyewitness to the crash was found, after recovering from an accident in his pants. His remark to this reporter “That scared the S\*\*T out of me!”. The railfan will be sending Amtrak a bill for the cleanup.



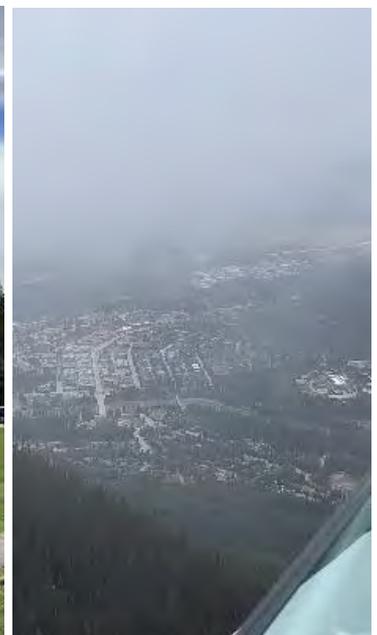
### Our Rocky Mountaineer train trip in Canada, Part 3

Our stay in Banff, Alberta was a great experience. We stayed three nights at the Fairmont Banff Springs Hotel, an absolutely wonderful, almost regal, old hotel. There's a couple of photos of the hotel on the Pikes Peak 'N'Gineers website; see Part 3 at <https://ppngineers.org/RMTrip/Trip.php>.

After arriving in the evening in Banff, and finally arriving at the hotel, it was late enough that we didn't try to do anything that evening, other than walking around the hotel. We admired the old architecture (built in 1888) with massive columns of stonework for support. The front lobby was very spacious and welcoming, in a very elegant style.



Fairmont Banff Spring Hotel



View of Banff

The next day we rode the Banff Gondola up a mountainside not too far from the hotel. Great views from the top, or would have been, if not for the fog. It did clear a little after a while, and we got some good views of the area. Back down in the valley and a taxi back to the hotel, we walked around the grounds to admire the hotel grounds and take a few more photos of the hotel itself.

The next day, we took a taxi into town, and did quite a lot of window shopping, even going so far as to purchase a couple of items, like the tourists we were. We had nice lunch at a restaurant and bar with a glass of wine or two. Then we walked away from the downtown shops into a neighborhood and riverside park, crossing the Bow River on a pedestrian bridge. From there we walked about a half mile through a very lush looking forested park back to the hotel.

That evening we had our 20th Anniversary Dinner at the 1888 Chop House in the hotel. We had made a reservation a month earlier to ensure we could get in. It was a wonderful steak dinner and wine to go with it. The food was excellent, as well as the staff. This dinner was the highlight and reason for the whole trip. Our waiter graciously took a couple of photos of us, which we really appreciated.



Anniversary dinner

The next day was the coach trip to the Chateau at Lake Louise. We managed to see a couple of container trains on the way, too. While we stopped at a viewpoint for the Spiral Tunnels (which we'd ridden through three days earlier on the train), a container train came through. There is a short video on the PPNG website, mentioned above, where the same container train can be seen in three different places! How cool is that!

There were a few other stops, such as Emerald Lake, which was pretty much frozen over, and a natural bridge, which, after having been at Arches National Monument last year, did not seem too impressive. (Sorry, Canada!)

Then, we arrived at the Chateau at Lake Louise, where we stayed for two days and enjoyed the scenery of a mostly frozen Lake Louise. The number of tourists visiting while we were there was somewhat overwhelming. It seemed quite crowded to me, but could have been worse. Connie and I did a bit of walking around the grounds on the trails, just enjoying the views. We also had a very nice dinner in one of the restaurants in the lower level of the Chateau.



Frozen Lake Louise

After the second night, we got up early, had a quick breakfast, and boarded the coach for the next segment of the tour. Stay tuned for part 4 of the continuing saga of our Rocky Mountaineer Anniversary trip.

### Editor's notes

John Grier provided me with the Amtrak article and Chris added part three to the Rocky Mountaineer train trip, and some input on the North Platte show. I have been promised some new articles for the next issues from other club members.

I would like to try and start up the "Items for sale" spot again. This was dropped as I never received any input. After we disposed of the MTL, carts and trailer the club ended up with a few items we no longer needed. If anyone is in need of a toolbox, we have 4 or 5 different kinds.

The TECO swap meet is at the end of the month on the 30<sup>th</sup> so if you have some items to get rid of here is your chance. Talk to Mike about getting a space.

## The Lighter Rail

By Kristin Phillips

While this column usually discusses lighter railroad topics, this month's column is a reminder for Operation Lifesaver's Rail Safety Week, September 18-24 and a curiosity found in The Gazette's Back Column on 9/28/23, p. A10.

**Rail Safety Week** is a collaborative effort among Operation Lifesaver, Inc., state Operation Lifesaver programs, and rail safety partners across the U.S., Canada and Mexico. It is spearheaded by Operation Lifesaver, Inc. (OLI), **Operation Lifesaver Canada** and the **Mexican Association of Railroads (AMF)**, making it a true North American effort.

### Why is there a Need for Rail Safety Week?

- **Every three hours in the United States a person or vehicle is hit by a train.**
- **More than 2,000 people are killed annually in crossing and trespassing incidents in North America.**
- **More than 80% of collisions occur at crossings equipped with lights and/or gates.**

### Some Rail Safety Basics

1. Always expect a train
2. Never walk on tracks; it's illegal trespass and highly dangerous
3. The average locomotive weighs about 400,000 pounds or 200 tons
4. Trains have the right of way 100% of the time
5. A train can extend three feet or more beyond the steel rail
6. Trains can move in either direction at any time
7. Today's trains are quieter than ever, producing no telltale "clackety-clack."

8. Cross train tracks ONLY at designated pedestrian or roadway crossing.
9. Stay alert around railroad tracks

**And from the Gazette's Back Column:**

While many railroad train, truck or pedestrian incidences do not end well, here is one that did.

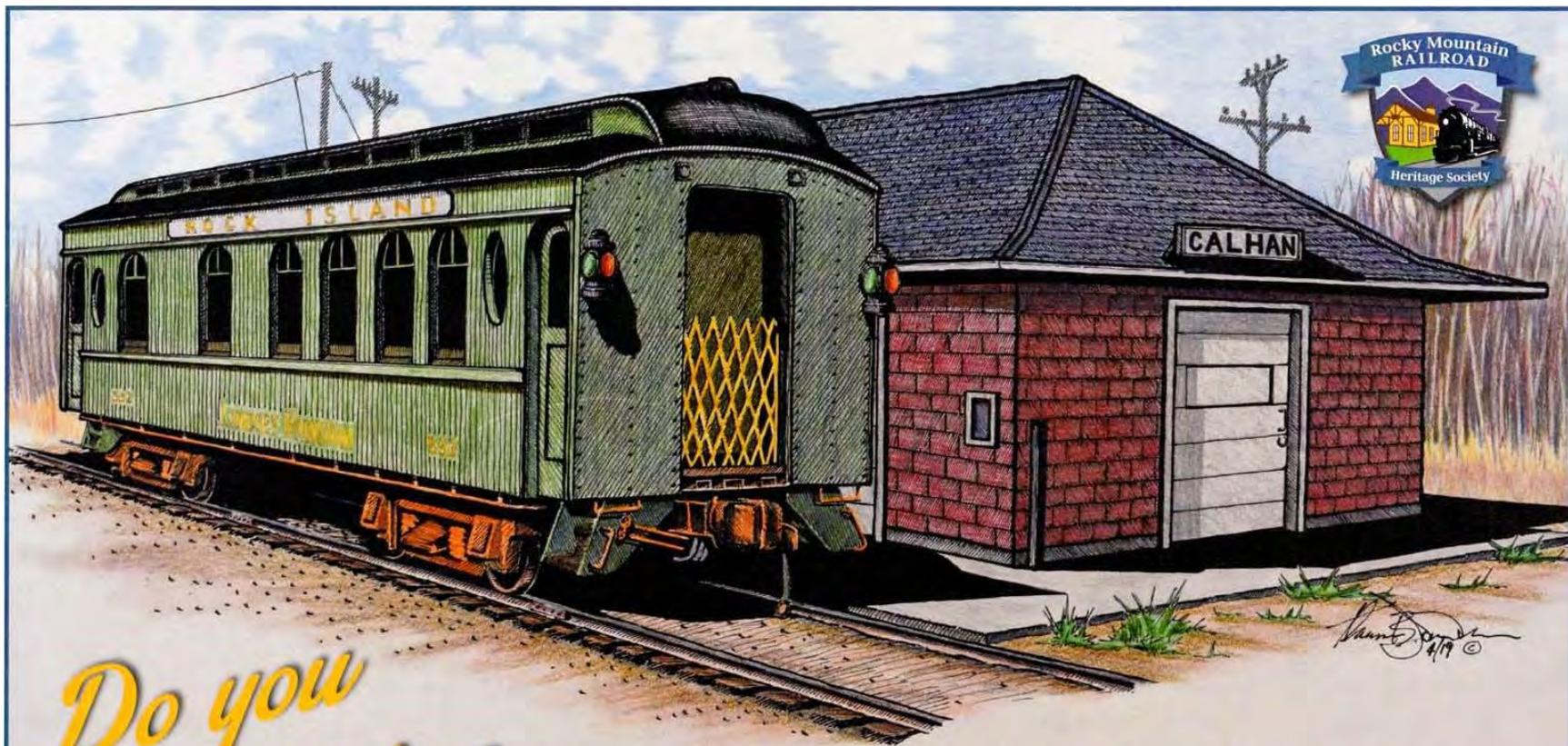
“In 1948 Leon Neier, of Goldfield, a Midland Terminal railroad brakeman, escaped injury Thursday when a railroad car loaded with coal rolled over him tossing him 40 feet, in the Cripple Creek railroad yards. Neier was unable to explain how he escaped injury when the car went completely over him. The car was derailed by a bad rail. He expected to return to work Saturday.”

The moral of the story? His Guardian Angel must have been watching over him.



See Tracks? Think Trains!





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like trains  
and enjoy  
history?*

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

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