



The

Milepost

Volume 43, Number 4 – April 2023

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



NEXT MEETING:

Friday, April 14th, 2023, at 7:00 PM

The New Sand Creek Police Station 950 Academy Park Loop

(Northeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

Calendar of Events

January 13th, 2023 (Friday)

NMRA-PPD monthly meeting

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

February 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Joe Costa Presentation

March 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Rio Grande Southern

April 14th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Classic HO

May 12th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Trees

June 9th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: A Home Layout

July 7th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: SP Daylight SP4449

August 11th, 2023 (Friday)

NMRA-PPD monthly meeting

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

September 8th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: Harvey Houses

October 13th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: {to be determined}

November 10th, 2023 (Friday)

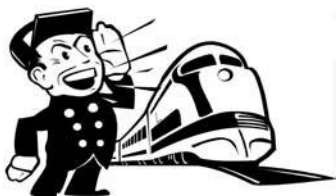
NMRA-PPD monthly meeting

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

December 8th, 2023 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 43, Number 4, April 2023, is published monthly, as an electronic document (Adobe PDF file), by, and under the authority of, the Pikes Peak Division (Rocky Mountain Region), of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We would love to meet you. All

scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroads (and railroad) activities. All content in this journal is copyrighted to its respective owner unless otherwise noted. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etcetera, without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address of: dave@bristow-family.org Thank you.

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Next Meeting on Friday, April 14

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

Be sure to check out the Rocky Mountain NMRA Callboard: <https://www.rmr-nmra.org/callboard.htm>

This year's programs in greater detail:

- March 10, 2023 - A Scenic Tour of the Rio Grande Southern - by Elizabeth Maline
- April 14, 2023 - Classic HO - by Ken Rambo
- May 12, 2023 - Trees - by Charlotte Mountz / Kristen Phillips
- June 9, 2023 - Progress on a home layout, tips & techniques - by Charles Marchbanks
- July 14, 2023 - Southern Pacific Daylight SP4449 - Part 2 - by Mark Fuerstenberger
- August 11, 2023 - Virginia & Truckee Railroad - by Mike Maline
- September 8, 2023 - Harvey Houses of the Southwest / Harvey Girls - by Kristen Phillips
- October 13, 2023 - still TBD
- November 10, 2023 - still TBD
- December 8, 2023 - No Program / Christmas Party

Editor's Thoughts

Here it is tax month, such a thrill, and I've only just got all my paperwork gathered. Thus, this month's editorial ramblings will be mercifully short. I was going to write about the Canadian Pacific purchase of the Kansas City Southern, but you can see in Joe's article a neat picture of two locos side by side. The Surface Transportation Board on March 15, 2023, published its 212-page decision¹ on the acquisition of control by CPR of KCSR. Of course, there's plenty of legalese in the decision but in the end, it means that the new CPR rails span from ports on the west and east coasts of Canada through the US to ports on the west and east coasts of Mexico. As Joe points out more that's more than 20,000 miles of steel!

Roy Thompson hosted Al Hovey from Albuquerque on Thursday 16 March at his newly created "classroom" in the back of his store. Al gave two clinics:

- DCC Wiring Under the Layout Pure Basics to get You started. It covered the basic vocabulary of DCC. There were suggested materials/supplies list and a list of suggested tools to have on hand. There was "Hands On" with the supplies and tools to hook up the demonstration module and running a locomotive.
- How to Run a DCC Layout Using a Phone as a Throttle This was a "Hands On" clinic covering the basic vocabulary regarding plug in, wireless and Wi-Fi systems. The setup of a Digitrax Wi-Fi system and a free phone app to connect to the system.

I attended the second one and came away with a much better understanding of the Digitrax Wi-Fi component.

Wade had asked that we have a new section for those who are ill or injured. Given I haven't heard from any one I trust all of us are doing well.

Tony has developed an approach to what Wade had started last month, so be sure to read it.

Hope to see you all at Friday's gathering, and no I didn't get my gondola finished.

David

Conductor's Corner

Last weekend I got to attend the annual TCA model train show at Denver's Western Stock Show building. Saturday seemed like a mad house with people of all ages moving everywhere. It was the model train show to die for. If you couldn't go or just didn't; you have my sympathy. Our local NEW

¹ If anyone is interested in reading it, I downloaded a copy and will happy to share it with anyone interested in reading it.

Pike Masters were there with their new modules that seemed to stretch almost to Limon!! I have had another suggestion concerning our layout tour. We don't have to have it this summer - how about having it in the fall. I am still looking for a chairman and it could be you if you want to step up. Dusty Thompson was in attendance, and I know that he and John Emmot have been discussing group tour to the Colorado Railroad Museum this summer. Elizabeth is working on a one-day swap meet this fall at the local event center. Jack will be bringing some model train items to the meeting for sale that an individual presented to him since our last meeting. Hoping all who read this will be able to attend our meeting on the 14th bringing a contest item plus some quarters for our regular raffle.

Wade Mountz
Superintendent

Show and Tell Rules

By Tony Pawlicki

This note lays out the rules for the Show And Tell session/contest at the May 2023 Pikes Peak Division NMRA meeting and provided an example. These rules apply to the bi-monthly ***"salvage and resurrection"*** events. This event is announced a bit a month in advance to give entrants enough time to prepare their entries.

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.

The event (sort of a second contest) was inspired by our Division Superintendent's notion in his Conductor's Corner column in the March 2023 Milepost. I (Tony Pawlicki) made the mistake of critiquing the idea ("Wade, that is too short a notice for such major undertakings.") and as a reward was saddled with running future events. So, here are the rules (updated from Wade's original scheme).

Rules

- Entry can be anything that fits the current session's theme (announced in the Milepost about 5 weeks prior, with a reminder in the Milepost about a week prior).
- ANY scale is eligible if it doesn't come from your own "top of the line" works in model railroading. Nothing from the "ready to run" category is acceptable (unless it required a major overhaul, such as if it was acquired in a smashed-up condition).
- It will be assumed that all rolling stock entries have proper weighting and knuckle coupler height.
- Voting members will have the right to pick up ALL entries for the examination of any work done on the entries entered. (So, for instance, be sure any rolling stock you enter is "TECO Tough.")
- No minimum number of entries is required at the session (you show it, you tell it). For the contest aspect, at least three entries are required, or the contest aspect will be canceled (but the actual Show And Tell presentations will be given). Certificates will be awarded if we have at least 3 entries.
- Only one entry per member is allowed. Pick out your "best of the worst" to enter.
- A picture of the "before" state would be ideal, but a text description is enough (typed or written if we can read your handwriting). If there is no contest aspect at a given session, an oral description in the "Tell" presentation would be enough. We want to understand the challenges you faced in your adventure.

This Session's Theme

To be flexible and encourage participation to get this rolling, this inaugural session's theme (that is, for the May 2023 Division Meeting) is *"anything goes,"* meaning just about anything that could go on a layout or diorama. So, this could include structures, locomotives, freight cars, passenger cars, cabooses, automobiles, trucks, scale people or animals, animated features, et cetera.

Example

Where do we start? I acquired a damaged ready-to-run caboose and show below how I salvaged it. The model is HO scale Intermountain/Centralia Car Shops item CCS1112-04 (stock model photo available on Walthers Web site), a Grand Trunk Western car, GTW 75032. It's a real beaut, with beautiful paint and fine detail including underbody rigging, Kadee couplers already at the correct height.

What's the problem? Sadly, the detail on the steps is TOO fine (each set of steps an assembly of 6 small pieces glued together with very little contact area at each glue joint), leading to the damage seen in the "before" photo GTW75032_Before.jpg where the right rear steps have collapsed like an accordion and are about ready to fall off (two did fall off, but were saved).

What do we need to do? Show-And-Tell rules include the rule that the model hold up under hands-on inspection by the audience (it would also be nice if the result could hold up to use at a TECO train show), so the steps need not only to be restored to their original state, but they and the other three corners' step assemblies need to be beefed up so that casual contact does not break them in the same fashion as the original failed; said beefing-up should try to avoid being visually distracting, of course, to the extent possible.



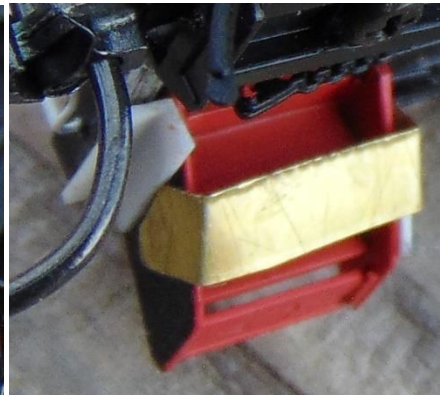
GTW75032 Before



GTW75032 After1



GTW75032 After2



GTW75032 After3

How do we make the fix? The general approach was to (1) beef up the attachments of the step sides ("stiles") to the end platforms, using strip styrene on the inner stile-to-body joint (GTW75032

After1) and 80-mil Evergreen styrene angle on the outer stile-to-platform joint (GTW75032 After2) and (2) tie the lower portions of the stiles together with U-shaped formed brass sheet (GTW75032 After3), thus providing diagonal rigidity; then reinstall the loose pieces of the broken set of steps. The net result is a rigid box firmly attached to the end platform. The first three “after” photos show these details prior to trimming and touch-up painting.

Usual addition of details:

- Weathered trucks and wheelsets. (NOTE: This is a caboose, yet DOES NOT have caboose trucks. Fallen Flags Web site photos of 75005, 75006 and 75032 show freight car trucks, as the model came (Centralia Car shops apparently did their homework), so we do NOT have to find a pair of caboose trucks to substitute. Lucky us.)
- Cut levers and brackets.
- [Stock model already included ACI placards, so no need to add.]
- [NOTE: For later years’ service, Consolidated Stencils could be added, per a 1993 photo of GTW 75005 on the Fallen Flags Web site. But then the beautiful ladders and roofwalks would have to be removed, per the same photo.]

Final result: After trimming, touch-up and the usual addition of details, below is the final result.



Drawing Prizes Preview

By Tony Pawlicki

“Teaser” preview of *some* prizes available at the drawing during intermission at the April 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 April Meeting Offerings:

UP 451360, HO scale 50-foot double plug door, cushion-underframe boxcar. Details West model. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Metal wheelsets.
 - Consolidated Stencils.
 - Trucks and underframe painted silver (vs. plain black in original kit).
- Added goodies:
 - Cut levers and associated brackets.

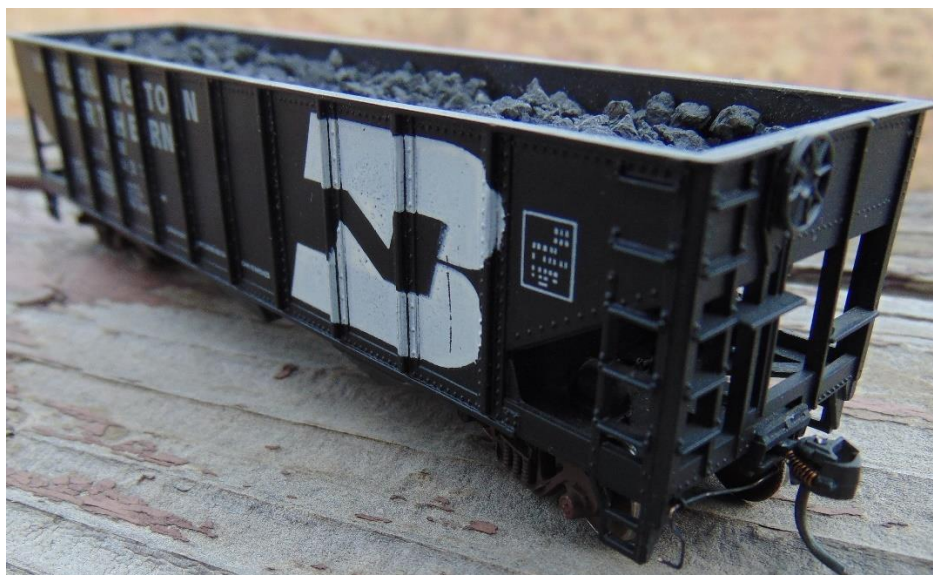
- Weathered wheelsets.
- Adjust coupler heights.



BN 517037, HO scale 70-ton 3-bay coal hopper. Model Die Casting (MDC, aka Roundhouse) model. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Plastic wheelsets.
 - Consolidated Stencils.
 - Realistic coarse coal load.
- Added goodies:
 - Weathered trucks.
 - Replaced plastic wheelsets with weathered Kadee 33-inch wheelsets with shined treads (with usual coupler height check when replacing wheelsets or trucks; fortunately no adjustment needed).
 - Cut levers and associated brackets.



UNPX 121013, PROCOR HO scale 100-ton modern 3-bay FMC grain covered hopper. Model Die Casting (MDC, aka Roundhouse) model. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Plastic wheelsets.
 - Consolidated Stencils.
 - Weathered body.
 - Missing brake wheel.
 - Missing side short ladder and end short ladder (or perhaps I lost them – the attachment technique used was inadequate, with paint not removed from all attachment points so glue did not hold well; I did re-glue one short side ladder using super glue after removing the paint from the attachment points).
- Added goodies:
 - Replace missing brake wheel.
 - Weathered trucks.
 - Replaced plastic wheelsets with weathered Kadee 36-inch wheelsets with shined treads (with usual coupler height check when replacing wheelsets or trucks; fortunately no adjustment needed).
 - Cut levers and associated brackets.
 - Replaced cast-on rooftop grab irons with formed wire (BLMA 8 mil 18" straight grab irons).
 - Drilled through roping staples.
- Room for further upgrades:
 - Replace missing side short ladder and end short ladder.



MORX 9089, HO scale 40-foot wood-sided reefer, MORREL MEATS model. Branchline model. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers with trimmed glad hands.
 - Plastic wheelsets.
 - Missing one roof hatch latch.

- NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Added goodies:
 - Weathered trucks.
 - Replaced plastic wheelsets with weathered Kadee 33-inch wheelsets with shined treads (with usual coupler height adjustment when replacing wheelsets or trucks; fiber washers were added).
 - Added cut levers and brackets.
- Room for further upgrades:
 - Replace missing roof hatch latch (unfortunately, I had none in my miscellaneous small parts drawer).
 - Paint shiny steel underbody weight flat black.



April Wavy Rails ---A Seafood Railroad You Can Model!

By Joe Costa



Diagram of the Railroad



Photo of Empty Train



Similar Track Mobile



No Identical Models Out There

The challenge with models is that none that are available have the road wheels and track wheels at right angles. This photo is as close as I could get.

Jones Act “Loophole”

The law like the one that forces cruises ships visiting US ports to include at least one foreign port (to avoid US labor laws) has a similar “Third Proviso Loophole” with respect to freighters. That is what this “train” near the border seeks to exploit. Now, if a foreign ship sailed from Alaska to Vancouver and a freezer train was running from Vancouver to New York, that might be more legit though not cost effective.

First Judge Ruled Bayside Program is Not in Compliance with Jones Act

By **Cliff White** May 26, 2022



BTW, the company's ships go through the Panama Canal where they are towed by train engines --- doesn't that count?



Another Judge Says "Not so fast"

U.S. District Court Judge for the District of Alaska Sharon L. Gleason ruled on 25 May American Seafoods subsidiaries Alaska Reefer Management (ARM) and Kloosterboer International Forwarding (KIF) must rework their network for bringing Alaska pollock into the U.S. to avoid the so-called Bayside Program, **but waived all fines issued by CBP**. A U.S. district court judge has issued a mixed ruling in a case involving Alaska pollock suppliers' use of the 100-foot dead-end rail line to

qualify for an exclusion to the Jones Act, which was challenged by the U.S. Customs and Border Protection Agency.

Switching Gears, Skagway Train Snuck across the Border with Canadian-US Cooperation

On our Alaska cruise Canada let the train run the loop across the border with only the conductor getting off the train to chat with the border guards.

This year, the White Pass & Yukon will resume operations into Canada for the first time since 2019.



Mother Nature, with its ongoing threat to the railroad dock where large cruise ships dock, is still restricting the Skagway Train from operating at full capacity.

The Passenger Vessel Services Act Affects Cruises (Folks Often Confuse the Two Acts)

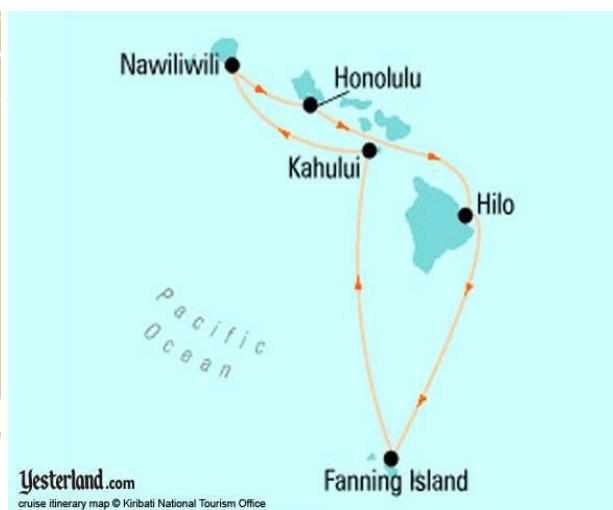


The law says that if an itinerary begins and ends in a U.S. port, foreign-flagged cruise lines must call on foreign ports of call as well. As a result of these laws, you won't find, for example, itineraries on foreign-flagged ships that sail round-trip from Los Angeles to the Hawaiian Islands or from New York up and down the U.S. East Coast without also stopping in another country (e. g. Mexico or Canada). These rules impact sailings to Canada, the Caribbean, Mexico, Panama Canal, Hawaii and Alaska the most.

Train tourism in Alaska was devastated during Covid until the government agreed to a temporary waiver of the rules.

Abolishing these rules would help Alaska and Hawaii.

Examples of what the cruise lines do to include foreign stops.



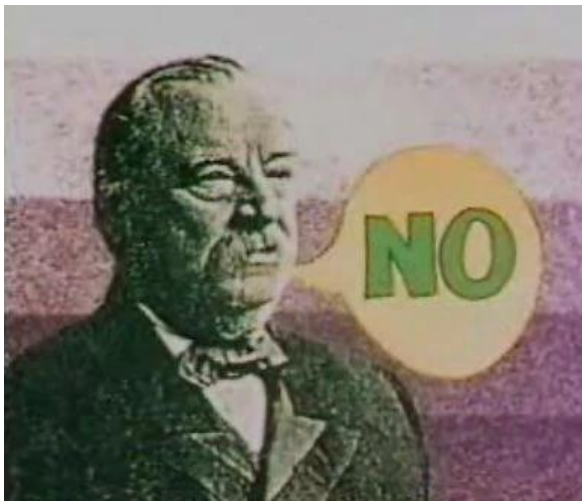
The last route had a thousand-mile detour ships used to take. Fanning is a coral atoll six feet above sea level.

With rising sea levels, soon there will be nothing there “at all.” Now, they go one way all the way south to Bora Bora (or go one way north).

Technically, these Passenger and Cargo Ships are not “Forced” to Visit Foreign Ports

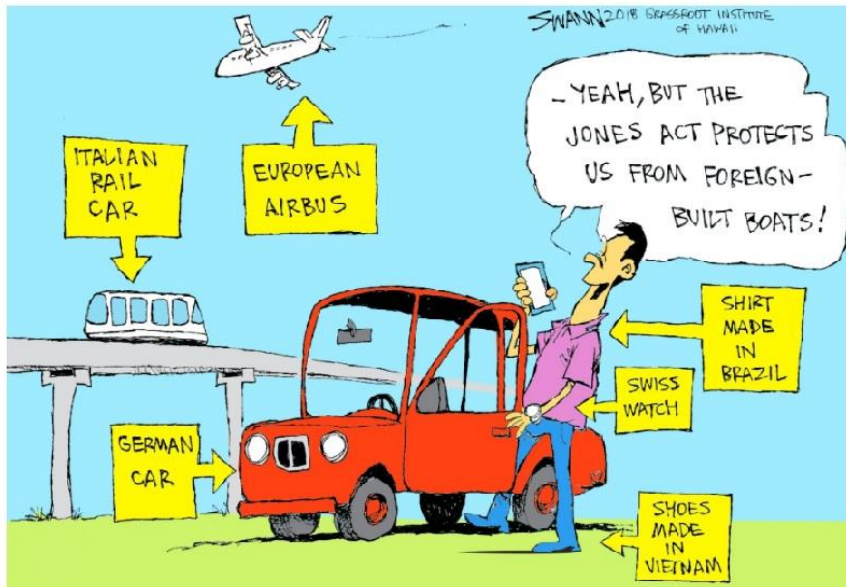
Note: as long as they were built in the US, comply with all US labor laws and regulations effectively making them uncompetitive with “foreign” ships, no problem.

So, it's all Grover's fault



Planes, trains and automobiles — but not ships

By Jonathon Helton April 21, 2020 Jones Act, Op Eds



Train-related imports in 2019 totaled more than \$1 billion, with companies such as BNSF Railway and Union Pacific Railroad having imported locomotives in the past. But the United States still exports train-related products, too, made by companies such as Canadian-owned Bombardier USA and American-owned National Railway Equipment. Train-related exports totaled about \$1.4 billion in 2019.

Bright Line West

They did it in Florida and they will be doing this in Southern California.



<https://www.youtube.com/watch?v=l9iZOWCo6k8>



High speed rail is headed to the West coast. And we can't wait.

Brightline West, a Brightline affiliated company, will connect the 260 miles between Las Vegas and Los Angeles.

KEY FACTS

- ✓ Expected travel time is approx. 2 ¼ hours
- ✓ Our route is 2x faster than driving
- ✓ Zero-emission, electric train sets
- ✓ Expected top speed is 180 mph
- ✓ 400,000 tons of CO2 removed annually by reducing 3 million vehicles
- ✓ Connections to Metrolink and planned future connection to California High-Speed Rail in Palmdale

Congrats to CP & KCS on Their Merger



Federal regulators approved the first merger in two decades. Even with this merger, this \$31 billion buyout won't change the rankings.

The combined railroad will have about 20,000 miles of track.

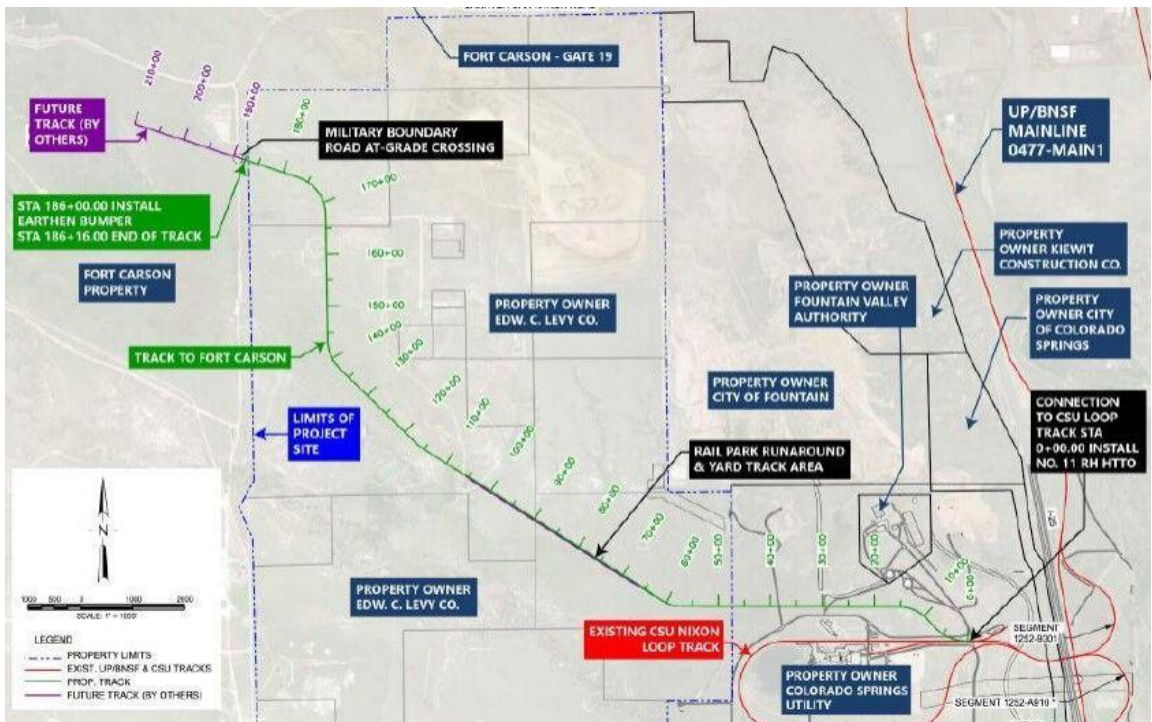
Colorado Pacific Update

Sounds like they are quietly doing their thing hooked up to BNSF and UP.

Looks like nothing is happening with the idea of hooking up through Leadville.



Proposed Spur to Fort Carson & Future Industrial Park Approved by City Council



Rail Force One



Alexander Kamyshin, the head of Ukraine's railway company Ukrzaliznytsia, doesn't get much sleep at the best of times. '

On Sunday night, as [Joe Biden](#) was being ferried into Ukraine in a 10-hour night journey from Poland – in a carriage now known as “Rail Force One”, he got almost none.

Along with others involved in the secret operation to bring the US president to his meeting with Volodymyr Zelenskiy, Kamyshin watched the progress of the train in a command center.

Shania Twain now has a high-tech Swiss train named after her. Meet 'Shania Train'



What does a musician with five Grammy Awards and two World Music Awards need to round off her list of achievements?

A high-tech Swiss train named after her, of course.

The new [Golden Pass Express train](#), which runs from Montreux on Lake Geneva to Interlaken in central Switzerland, has been named “Shania Train” as a tribute to Canadian country music star [Shania Twain](#).

Twain has lived by Lake Geneva for 10 years, and a spokesperson for the Montreux Oberland Bernois Railway said in a press statement:

“The Canadian singer is the godmother of the Shania Train.”

[The amazing new Swiss mountain train that can jump rail tracks](#)

Twain spoke of her “honor” on Twitter after she attended the inauguration ceremony in December, [tweeting](#): “All aboard the Shania Train to Twain Town.”

The new train – the first nonstop service on the route – has had to overcome some hefty obstacles.

First, the platforms at each station are at different heights, making getting on and off potentially hazardous. But now, thanks to trucks beneath each carriage, the new train’s body can adjust to the platform height by moving up or down 200 millimeters (nearly 8 inches).

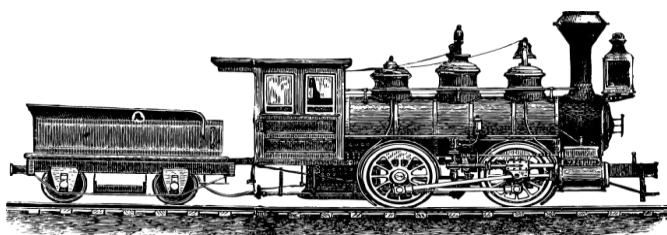
The engineers’ other big challenge was finding a way to allow the train to run along the two different track gauges on the route. The solution? Wheels that can be adjusted to different widths while the train is on the move.

[Why Switzerland built a 2-kilometer-long train](#)

So where once passengers on the route had to change trains twice, they can now enjoy their three-hour journey across the Swiss Alps undisturbed.

The new train follows the “Golden Pass” trade route, which has existed since the Middle Ages, starting by tracking the shores of Lake Geneva before entering the Hongrin Valley – famous for its dairy cows, cheese, and chocolate. It terminates in the resort town of Interlaken.

At present, the service runs once a day in either direction, but from June 11, it will increase to four daily return trips.



Notes from The Siding

By John Emmot

March²

It has been an interesting month. Not a lot has changed and maybe that is a good thing. I have been acquiring locomotives for the Moffat Road Railroad Museum. It’s always fun to spend someone else’s money :-). Times have changed since the Moffat mallets were imported by PFM and retailed for \$100 (that was a lot of money in the early 1970s). They are still available as collectors die and their holdings come back on the market. Some are still in their original condition and unpainted and others have been mechanically updated and beautifully painted, though not necessarily in Moffat schemes (the Rio Grande did ‘inherit’ them in 1947 and some folks wanted to run them on private

² last month was a repeat of February’s Notes

roads). We now have several of the 2-6-6-0 locos in various configurations and I was even able to find one of the scarcer Mikados. Now we need to get them upgraded and painted for the various eras of the Moffat. Of course, there are other Moffat locos that were not reproduced in brass, and they are still an elusive goal. It takes a lot of kit bashing to make a Moffat engine out of a sow's ear. The museum is making good progress with the Moffat layout that covers the road from East portal to Craig, but there is MUCH work left to complete it. I have used the laser cutter to create some building pieces for the Tolland engine house, section house and an HO copy of the O-scale caboose that I did for a museum diorama.

The good news from TECO is that we will live to show another day. Elizabeth may have details, but the last show was good enough to let us plan a one-day outdoor swap meet at the parking lot of the Colorado Springs Event Center for September 30th and partner with the Pueblo MRA for a Rail Fair in the middle of October 2023. We also hope to be back in the Event Center in February of 2024.

It is a hopeful note that the PikeMasters club has found a new lease on life. Several of their members are actively building and showing a set of HO scale FREE-MO modules. There were at the TECO show with about 130 feet of linear track. Using the PPD dog bone ends they could turn back on themselves. I hear plans for the construction of their own turnarounds and sidings. They are planning to join a FREE-MO setup in Garden City, Kansas this month. We wish them well with their new project.

While the Calhan depot work is on hold for the winter weather, Jim has found other things to work on. There is a plan to join the Castle Rock Historical Society for the preservation of their Santa Fe depot. There is also a group who is trying to rehab the Grand Junction Union Station for use by Amtrak. Both are worthy projects without a lot of public support. When the weather breaks, we will be looking for help to install the roof decking in preparation for a new shingle roof at Calhan.

And when I run out of anything else, it is income tax time again :>(.

Hope to see a bunch of folks 'round the roundhouse on Friday. Please come.

April

We will see where this goes. Could be lots or not so much. Depends on the clock. Some of the observant ones may have noticed that last month's 'Notes' were the same as the previous. Things like that happen after 70. It will be up to Dave if you get to see what you missed. This writing weekend falls on Easter. My wife invited our kids to brunch, so I have been busy. Have made Lemon bars and Magic Seven layer bars. The egg casserole and hashbrown casserole are ready to finish and I am looking for some time to write before the overnight sticky buns are due.

The big news, which you all know about was the TCA show in Denver last week. I made it a point to get there at least for Saturday. It made a long day, but it was worth it. I was delivering some stuff from the Springs to Dave Naples, so I took the pickup. I have finally figured out how to mount my old topper on a new resized Ford. That was good since I got Mark to loan me the red scooter, of TECO fame, to get me around the venue. It was a good thing and very much appreciated now that I carry O₂ all the time. This was the biggest train show I have ever been to. Bigger than last year. Lots of vendors and lots of layouts. I am impressed by the range and type of material available. Lots of large scale, Lionel, cheap HO and expensive HO, ready-to-run and 'old kits'. I took me awhile to find the guys with pieces/parts, but I ultimately did and got some good bargains that few others had the patience to go through the boxes for. I had my camera, but I didn't use it as much as I should have. Got some pix, but short of 'full coverage'. There should be some samples in this issue to go with any others that were submitted. There were some Springs' layouts there, PikeMasters and Nngineers that I know of. They compared well to the rest of the show. One of my tasks was to contact some of the layouts that were present to see if might be interested in coming to the February 2024 TECO show in the Springs. If everyone comes, 'we might need a bigger boat'. Time will tell. I even got a couple of nibbles for the October Rail Fair in Pueblo. I had some good railroad conversations with friends and strangers. The camera was the source of much anguish at the end of the day. When I got home and everything was carried into the house from the pickup, I couldn't find it. I remembered getting in the

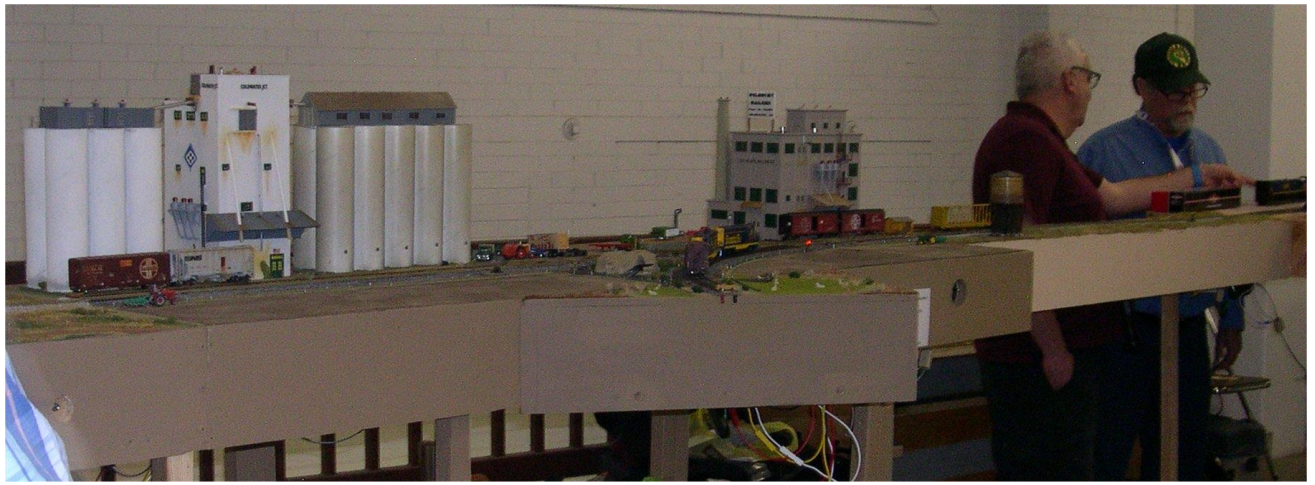
cab and removing it from my belt. So I knew it got there. After three fruitless searches, the only thing I could imagine was that it fell out when I put something in on the passenger side. I even called Dave at the show on Sunday to ask if anyone had turned it in to lost-and-found. No joy. So, I resigned myself to its loss. About 11:30 Sunday night, I woke up, went downstairs, and looked in my oxygen bottle box where I had put it to keep it safe. Into every life some luck must fall. There were pictures to share.

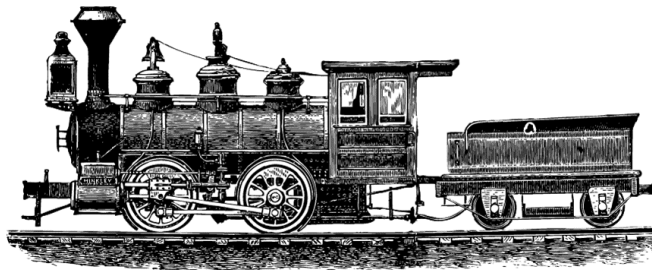
At some point, the PPD may need to have a conversation about Wade's concern that many of our attendees are only looking to be entertained for a couple of hours on a Friday night. It is a realistic concern, but I do not have a perfect solution. There is something to be said for entertainment, but it may not be all there is. It will fall to many individuals to change it. We are a diverse group of railroaders, model and other wise. Many of us are 'one-of-a-kind' railroaders. There may not be any others who share our exact focus, but each of us has some knowledge or expertise that is unique and of interest to others even if they don't share its pursuit. Some are more willing than others to go to the trouble to prepare to share their information. In some cases, just a one-on-one conversation at the meeting may be rewarding. Wade is right in that if we want folks to come, we need to present things they want to do. And make them aware that we are. Layout tours for NMRA members and field trips may be of interest. The Friday meetings may not be the only place where we can share our passion. Roy has gone to some trouble to setup a place to share information at his shop. The NMRA could be the lead in the local railroad community. I am always amazed, when I am in his store, that so few of his customers are aware of our existence. Many are eager to discuss their problems and dreams. Some are not. We have plenty of food for thought.

This has gone on longer than I expected, so need to wrap it up. Hope to see many folks 'round the roundhouse on Friday. Come and see what you can contribute, even if it is only your presence.









March 2023 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Wade Mountz at 6:59 in the community room of the Sand Creek Police Station. There were 17 members and one visitor present. Bill Lugg's friend, Dana.

The minutes of the February 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 from February. Income included the checks presented at the last meeting. Expenses included a payment for the website hosting for one year. The statement was accepted as submitted. Following the report Wade presented a donation from Bill Lugg, Jr and a profit share from the last TECO show.

Chairperson Reports

Mark reminded everyone that tomorrow is the St Patrick' Day Parade in downtown Colorado Springs. He described the changes to the "Chuggy" train and invited everyone to support the parade. The cars have been refreshed and there will be signage and a QRcode directing folks to a list the local railroad clubs.

Wade showed a prototype of a trifold flyer that the Rocky Mountain Region is considering and proposing as a pattern for the Region's Divisions. During extended discussions, it was pointed out that the sample did not provide any contact information for the organizations. Consensus was that the Region should pursue a flyer and that the PPD should update and revise our existing trifold with new data and print them for our use. Kristin will look at changes to our master.

The summer picnic was surfaced, but since Elizabeth was not present, there was no new information.

Wade asked about a division trip to the CRRM in Golden. John will contact Dusty Thomson to check for good times.

Kristin said she had contacted the Trinity United Methodist Church about a fall swap meet for the Division. Because of other scheduled shows, the first weekend of December seemed like the best date. Discussion followed about advertising and leadership. Costs for the venue and the possible on-site lunch were discussed. The number of tables available and the need for extras was brought up. Mark felt that the small (32 foot) layout needed would be feasible. Motion was made and ultimately passed to start planning for a PPD swap meet at the church on December 2nd, 2023.

Wade brought the question of a second monthly contest to the floor. There was discussion of the content of a second contest and the number of entries. After much back and forth, the group felt that a voluntary show and tell for every-other-month would be the best. Showing recoveries from mistakes was suggested as a topic. Wade asked Tony to study the proposals and create a structure. Tony would provide the Milepost editor with the desired entry category for the following month. Details to be worked out. The regular monthly contest remains unchanged. The categories remain as published in the Milepost and on the website.

The drawing was held with only NMRA life members picking the winners.

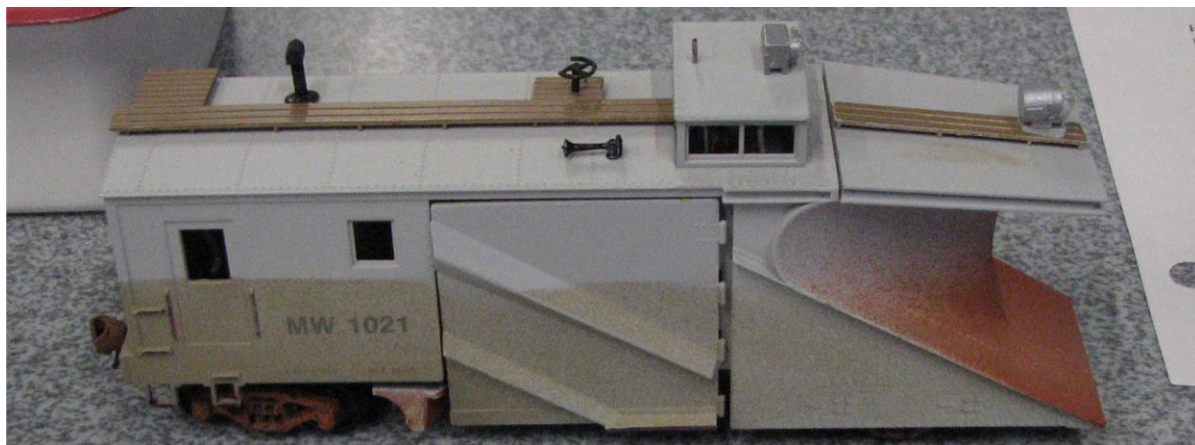
Program

Due to Elizabeth's absence, Mark provided a Rio Grande film depicting the anatomy of an early 1950s wreck on the Moffat Line. The title was *Trouble at Troublesome*. John took notice as it featured the use of the 1913 Moffat wrecking crane to clean up the wreck.

Contest

After a short refreshment break, the results of the monthly Maintenance-of-Way contest were announced. First place was Mark's train, second was Wade's snowplow and third was Tony's ballast dump car.

The meeting was adjourned at 8:25.





Trash Train Garden Railroading

By Joe Costa



<https://www.youtube.com/watch?v=VhYEOG9LOlk>

This is not to be confused with actual full scale trash trains.



Norfolk Southern's Trash Train passes through Waburn, Va., in November 2016. After 27 years, the operation ended earlier this month. (Samuel Phillips)

ROANOKE, Va. — For more than a quarter century, at approximately 5:30 p.m., a Norfolk Southern crew would report in Roanoke and start train V60, commonly known as the "Star City Stinker" or "Trash Train." No more.

The Monday-through-Friday operation would start just east of Roanoke's famed East End Shops and travel 30 miles west to a landfill near Ironto, Va. A turn job, for 27 years, the train would take loads up and empties back, with a single vintage EMD locomotive hauling anywhere from five to 15 cars of trash.

On April 2, 2021, the Trash Train came to an end, as the engineer knocked off the brakes one last time and pulled from the landfill with all 27 cars in tow bound for Roanoke behind SD40-2 No. 3412. After the crew tied up, train V60 was abolished and the Trash Train became a part of railroad history.

Spine cars are used for transporting waste and there are even folks who model such cars.

These cars below were definitely not models:



Several years ago, these cars were transporting "controversial" cargo in Alabama.



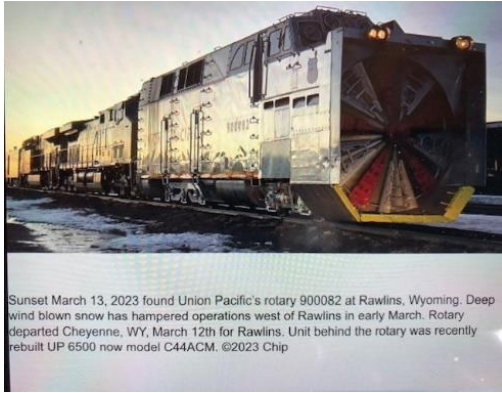
Colorado Springs loads similar looking containers loaded with gold ore brought in on trucks from Cripple Creek and Victor.



Bet they smell better than the ones in Alabama did.

Pikes Peak “N” Gineers Model Railroad Club

By Mike Peck Superintendent's Corner



UP Rotary 900082 on its way to Rawlins, WY, she is a beautiful machine.

April showers bring May flowers as the saying goes, the past few years it was the heavy wet snow of May that brought the June flowers!! Well so much for the weather, just wish it would warm up enough to get some work done on the new trailer and get the old trailer emptied out so we can sell it.

April will be a busy month for those of us setting up the T-TRAK layout. First, we have the Rocky Mountain Train Show, then the one-day Rocky Mountain Pace event, then the five day event at the Colorado Springs Senior Center. May will have only one set up then we're off until July. I'll work at not setting up any additional events until fall or later.

I need to schedule some clinics for track work in the club room. Currently the track committee has two members to do all the repair work in the club room. We need to train more members to perform these repairs. My thought is to schedule a switch replacement after a run session on a Saturday, I'll have more information when I can schedule myself with some time to teach this clinic.

Terry Kift has volunteered as the dispatcher for the Colorado Railroad Museum trip on a steam up weekend. Preferably not on a Thomas the Tank Train weekend. The club will also be going to the Moffat Museum in Granby in August, John Grier is the dispatcher for that trip.

T-TRAK Modules and Trailer

At the Garden City show, we set up the largest T-TRAK layout to date. We utilized five tables and filled them all. We used several new modules that had no scenery on them, these are club owned modules looking for a home so they can get painted and have scenery put on them. Even just grass looks better than plain wood. Modules with little or no scenery are easier to transport, as we can put five or six 24" modules in a box. Once the scenery gets to a certain height the module can no longer be carried in a box but in a special rack that both Earl & Steve have built and keep modifying to fit the modules with scenery and buildings.

The club purchased a new trailer to meet our T-TRAK needs. Steve is working on several ideas for the layout of the trailer so we can carry ten 8' tables, power supply, tablecloths, club owned outside and inside corners, and "T" junction modules. The plan is to be able to carry member owned modules as well, especially those members who want their modules at an event but can't make it. Once the event is over the members get their modules back so they can clean and make any repairs if needed, scenery gets bumped.



New trailer online at Lowe's. New trailer parked at Steve's.

Some items we still need to get for the new trailer are a bottle hydraulic jack, four-way lug wrench, jack stands for when the trailer is not hooked up, three keyed a like paddle locks, and a step stool.

Garden City Boot Hill Show

Those of us that went to Garden City had good travel weather. Most of the group met at Christine's in Rocky Ford as Mary and I picked up Earl at his home. We all got to Christine's about the same time. Got into Garden City around three and checked into our perspective hotels then went to the fairgrounds to set up. We had our same location so set up didn't take much time, until it came to adding the electrical drops to the layout.

The only power line we had issues with was the animation cable. We could get some modules to light up and others not. Even the switches wouldn't work. Once we got back home and had a quick electrical clinic in my garage, we found the issue. When I adapted the Woodland Scenics cord for the power supply box, I reversed the polarity and didn't know as all the lights worked. Then we found out the KATO switches are polarity sensitive. This was a quick fix, and we should be ready to operate at the Rocky Mountain Train Show.



Almost looks like at years set up. Waiting for the crowd.



New DCC power box. DC power supply

We found out quite by accident that we could keep the DC power supply attached to the lid of the DCC power supply, so didn't need to set it on the floor. This should work well for our needs. We were able to switch from DC to DCC just by unplugging and plugging the RED power cord.

Editor's Notes

I'm still looking for train articles and stories for the Railhead, John does a great job of getting me some photos and story lines. There were a lot of train wrecks in the last few weeks, some really bad ones and a few minor ones that didn't make the mainstream news.

As the weather starts to warm up, we are hoping to work on the new trailer and empty the old trailer. Once I can setup a schedule for that I'll send out a notice for help. If you know of anyone out there that could use a walk-in-bridge, we have one for sale. Looking for a home for 4'X24" and 6'X24" straight modules, most have track and wiring with a green line, we have 5 corner modules as well. We have a light box with all new LED lights for the MTL layout we never got to use. We have several lengths of Plexiglass, some of which we'll repurpose the rest is available to those who could use it. We have legs for all the modules as well.

In Memoria



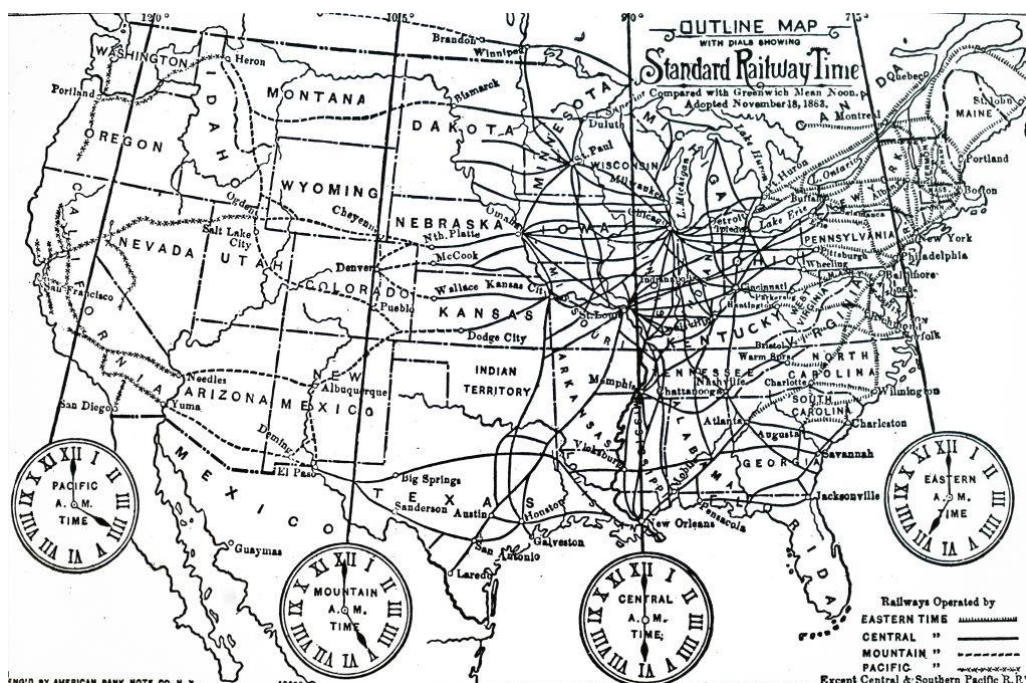
Ellen passed away on March 16, 2023. Many of the membership will remember her from club BBQs, picnics, anniversary parties, always with Bob. Ellen was a great fit for Bob, and she will be missed.

Ellen was born in 1931, in Boulder Creek, CA, Ellen had two graduate degrees and taught for 35 years in five countries. Ellen was a member of Elmohr Iris Society. Donations can be made in Ellen's name to foodallergy.org

Ellen always had a smile and a kind word; she enjoyed being with Bob at all our functions. She did try to get me to join the Elmohr Iris Society as she loved our irises.

The Lighter Rail

By Kristin Phillips



Though many people think Daylight Saving Time helps farmers or saves energy, it's really an economic measure, Michael Downing, author of [*Spring Forward: The Annual Madness of Daylight Saving Time*](#), tells TIME magazine.

Universal History Archive—UIG/Getty Images

Map of time zones into which the US was divided after the adoption of Standard Time on 18th November 1883. Dated 19th century.

The reason Daylight Saving Time starts at 2 a.m., rather than midnight, is all thanks to the railroads: Amtrak, specifically. When the country first experimented with Daylight Saving Time in 1918 during World War I, there were no trains that left New York City at 2 a.m. on a Sunday. "Sunday morning at 2 a.m. was when they would interrupt the least amount of train travel around the country," Downing says.

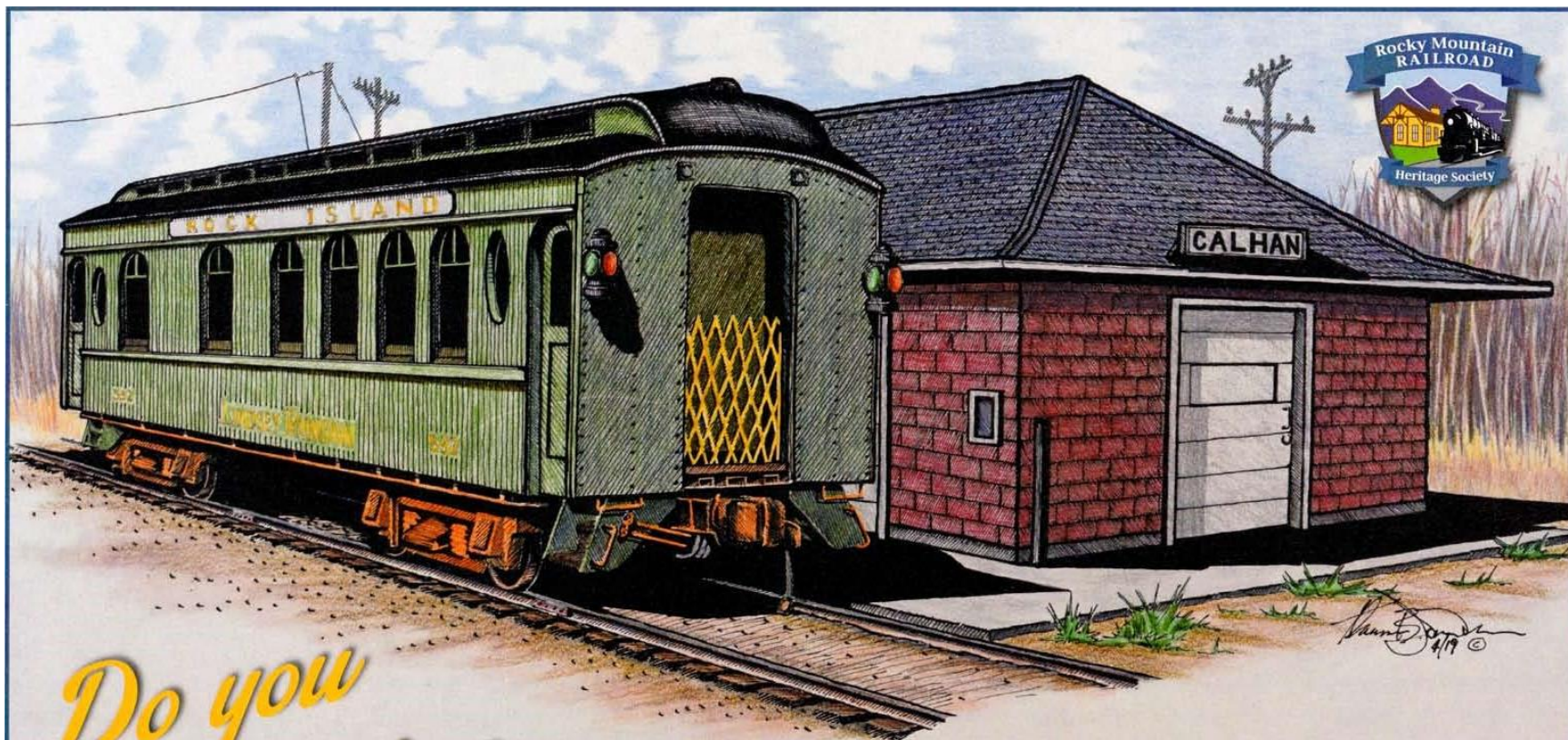
There were even fewer freight trains in the early 20th century than there are today, so it made the most sense—changing the clocks at 2 a.m. would not be disruptive. "And that was the sole reason we do it at that crazy time," Downing explains.

The railroad industry had already played an important role in timekeeping in the U.S., as North American railroads collectively adopted a Standard Railway Time in 1883, operating and dealing with time independently of Congress.

Regardless of your opinion on Daylight Saving Time's importance in the modern day, we'll keep the clocks forward until Daylight Saving Time ends on Sunday, Nov. 5.

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