



The Milepost

Volume 36, Number 2 — February 2016

The official newsletter of the Pikes Peak Division

Rocky Mountain Region — National Model Railroad Association.



NEXT MEETING:

Friday, February 12th, 2016 at 7:00 PM

Sand Creek Police Station

4125 Center Park Drive

(Southeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

INFORMATION

The Milepost is published monthly and is the official newsletter of the Pikes Peak Division, of the 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, 4125 Center Park Drive (southeast of the intersection of Fountain and Academy), Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings — we'd love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and many other model railroad activities.

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UPCOMING PROGRAMS

February's meeting program will be the second part of a video presentation by Charles Marchbanks, titled: "Scenery From Start To Finish" by Mr. Irving Johnson, MMR.

Charles is still in need of programs for March through November of this year! If you have a presentation, a video, or something else that you would like to have as a program for our monthly meetings, please get in touch with Charles. His contact information is in the "Pikes Peak Division Staff Members" column on this page.

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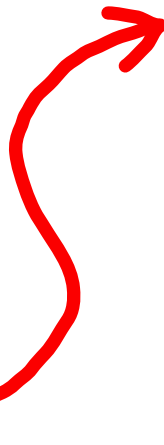
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JANUARY 2016 MEETING MINUTES

The last meeting was on Friday, January 8th, 2016.

The meeting was called to order by Superintendent, Wade Mountz, on Friday, January 8th, 2016, at the Sand Creek Police Station, 4125 Center Park Drive (southeast of the intersection of Fountain and Academy), Colorado Springs, Colorado, at approximately 7:07 PM. There were 22 people in attendance with one new visitor, Ralph Beuc — he is restoring his grandfather's HO-scale brass train collection.

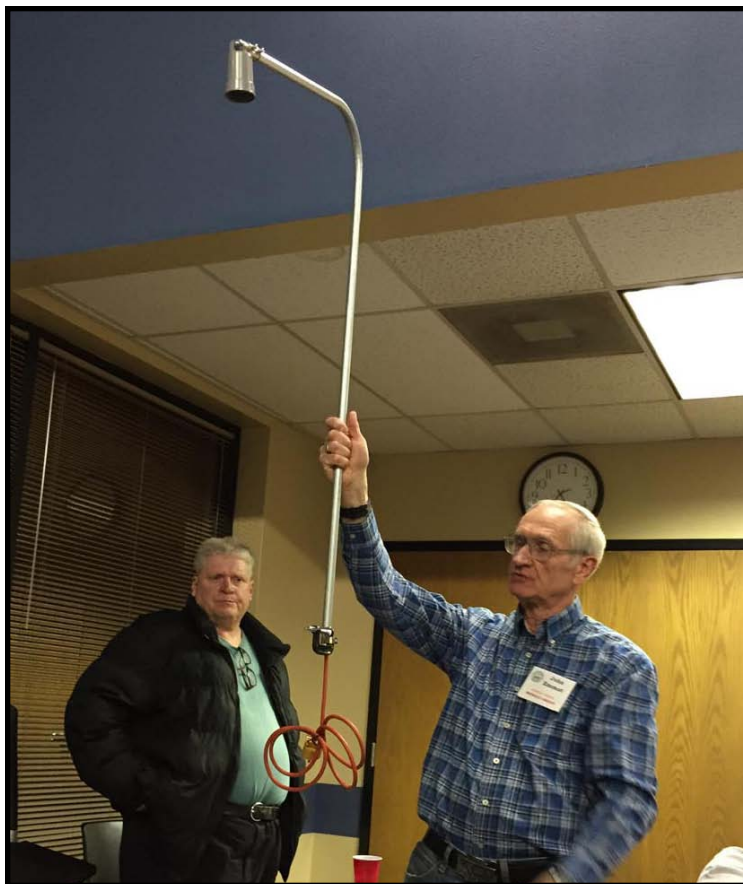
Last month's *Milepost* minutes (notes) were approved as printed with no issues. Frank Pareso gave the Treasurer's report. There was no old business to be dealt with from last year.

Charles is still in need of programs for the year — please see Charles if you have a program that you can present.

Wade would like the group to decide what kind of trip or picnic we would like to do this year. John Emmot brought up the idea that a local railroad historical society is planning to visit the Cumbres & Toltec Railroad this fall. Maybe we could combine our numbers for a better deal? This railroad has Colorado Spring's 168 steam engine down there and folks with a Colorado Springs address are supposed to get a 25% discount on ticket prices. Wade took a quick vote, and there was at least 12 people interested. John also brought up the idea about maybe donating some money towards the restoration of Engine #168. There was also talk about Depot Days in May 2016 in Wyoming.

Wade talked about the new contest chairman, Dennis Snyder. Dennis talked about rules for the monthly contests. The plan is to put them into the next issue of *The Milepost* and then have further discussion at the next meeting.

John Emmot gave a report about the module group. Some of the members helped with the module setup at the Fine Arts Center. John also discussed the lights for the modules and had an example for



John shows one of the module lights he has assembled.

folks to look at on the back table. The next setup will be at the next TECO show in April 2016. John showed off one of the lamps and how it was put together.

Andy Bucu gave an update on TECO. Roy has stepped down running TECO with Mike Peck stepping up into that position. Andy has taken over the vendors portion. They have a meeting coming up. It looks like over 350 people showed up at the last TECO show. The cards are being reprinted due to problems.

Dusty Thompson gave an update on the next swap meeting show — looks like May 14th, 2016 will be the date. Planning to relabel the date on cards left over from last year. Dusty planning to contact the usual magazines, newspapers, and other media to advertise the show. There were no issues with this date. The regular monthly PPD meeting might be moved to be at the church the day before.

Meeting break.

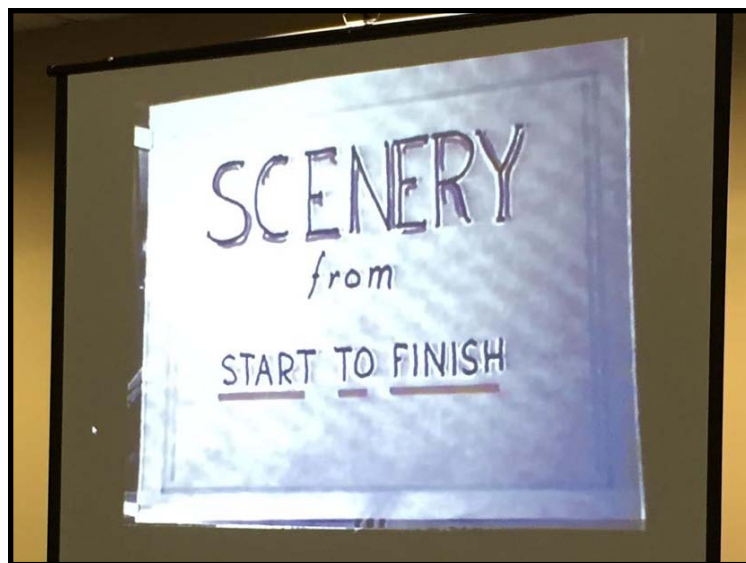
Pikesmasters announced that the Thursday running of trains has been cancelled for now due to remodeling at the club — including some major track alignment changes.

Frank then announced raffle winners.

Charles Marchbanks started his presentation of a video by Irv Johnson on scenery on Irv's model railroad layout.

Dennis Snyder presented the contest winners.

Meeting ended at 9:09 PM.



Scenery From Start To Finish by Irv Johnson.

2016 TECO SHOW DATES

This year's Train Expo Colorado events will be held at the Mortgage Solutions Expo Center, located at 3650 North Nevada, in Colorado Springs, Colorado — the same place last year's shows were held. Listed below are the dates and themes for each show.

TECO #27

April 23-24 — Florence & Cripple Creek Railroad.

TECO #28

June 18-19 (Father's Day weekend) — Midland Terminal RR.

TECO #29

December 2-4, 2016 — Colorado Springs & Cripple Creek District Railroad (The Short Line).

Please note that, unlike previous years, there will be no September show because of the RMR's October 2016 convention — which runs October 3-9. For that event, please see this link: <http://www.2016rmrconvention.com/>.

UPCOMING EVENTS

This monthly column lists model railroad and related events that are mainly in the Pikes Peak region and the state of Colorado. If you know of a railroad-related event that can be added to this listing, please e-mail them to the editor (midnightriver@ymail.com). Please note that dates and times sometimes change, so please check this column each month for the latest information. For more information on a particular event, click on the blue underlined text to jump out to the Internet for the relevant website (not all events have a link).

FEBRUARY 2016

- 12 PPD-NMRA Monthly Meeting (7 PM, Sand Creek Police Station).
- 13-14 [“Rails In The Rockies”](#) Model Railroad Show in Estes Park, Colorado.
- 14 Valentine’s Day.
- 20 Youth In Model Railroading (9 AM, Immanuel Lutheran Church, Pikes Peak/Institute, see the website for more info: <http://www.ymr-online.org/>. Also see flier on page #11.

MARCH 2016

- 4-6 Rocky Mountain Train Show, Denver, Colorado. See this link for more information: <http://rockymountaintrainshow.com/>.
- 11 PPD-NMRA Monthly Meeting (7 PM, Sand Creek Police Station).
- 17 Saint Patrick’s Day.
- 19 Youth In Model Railroading (9 AM, Immanuel Lutheran Church, Pikes Peak/Institute, see the website for more info: <http://www.ymr-online.org/>. Also see flier on page #11.

APRIL 2016

- 1 April Fool’s Day.
- 8 PPD-NMRA Monthly Meeting (7 PM, Sand Creek Police Station).
- 16 Youth In Model Railroading (9 AM, Immanuel Lutheran Church, Pikes Peak/Institute, see the website for more info: <http://www.ymr-online.org/>. Also see flier on page #11.

MAY 2016

- 8 Mother’s Day.
- 13 PPD-NMRA Monthly Meeting (7 PM, Sand Creek Police Station).
- NEW** 14 PPD Swap Meet at Trinity Methodist Church, 701 North 20th Street, Colorado Springs.
- NEW** 21 Pikes Peak “N” Gineers module setup at Peterson Air Force Base Museum.
- 21 Youth In Model Railroading (9 AM, Immanuel Lutheran Church, Pikes Peak/Institute, see the website for more info: <http://www.ymr-online.org/>. Also see flier on page #11.
- 21 21st Albuquerque Rail Fair. Albuquerque, New Mexico State Fairgrounds, Albuquerque, New Mexico. No other information available.
- 30 Memorial Day.

JUNE 2016

NEW

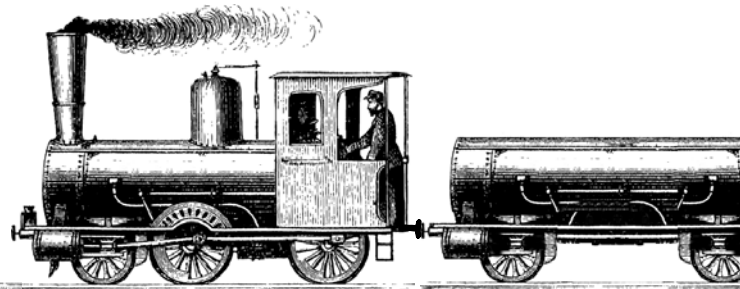
- 10 PPD-NMRA Monthly Meeting (7 PM, Sand Creek Police Station).

- 18 Youth In Model Railroading (9 AM, Immanuel Lutheran Church, Pikes Peak/Institute, see the website for more info: <http://www.ymr-online.org/>. Also see flier on page #11.

JULY 2016

NEW

- 8 PPD-NMRA Monthly Meeting (7 PM, Sand Creek Police Station).
- 21 Pikes Peak “N” Gineers module setup at Dinosaur Resource Center, Woodland Park, Colorado.
- 16 Youth In Model Railroading (9 AM, Immanuel Lutheran Church, Pikes Peak/Institute, see the website for more info: <http://www.ymr-online.org/>.



2016 CONTEST SCHEDULE

At each PPD-NMRA meeting, a contest is held. A contest must have at least three entries for voting. Below is the 2016 contest schedule. If you have any questions, please contact the Contest Chairman, Dennis Snyder — his contact information is on page #2.

- February *Commercial Building — Not Railroad Revenue.* Examples can include: stores, lumber yard, junk yard, hotel, restaurant, bar.
- March *Weathered Caboose.*
- April *Whimsical Model Or Scene.* Something whimsical to bring a smile or chuckle. Examples could include: animal control chasing loose monkeys, mini-scene, car with a hot tub, engine with wings, etcetera.
- May *Railroad Owned Structure.* Such as: railroad Station, yard, right-of-way.
- June *Weathered Unusual Car.* Like a weight car, clearance, black smith, coil car and exclusive of hopper, tank, box, passenger, flat, gondola, caboose, etcetera.
- July *Weathered Diesel Operated Equipment* (for track or other use).
- August *Weathered Steam Operated Equipment* (for track or other use).
- September *Scratch Built Structure* (preliminary to Regional).
- October Enter the Regional Convention Contests.
- November *Passenger Car.*
- December Christmas Party (no contest).

SUPERINTENDENT'S NOTES

By Wade Mountz, Superintendent of PPD-NMRA

It's February and winter is here with a blast we won't forget for a long time. Plenty of time to work on that project you'd put off for a while, AFTER you shovel your driveway.

I was saddened last week to read of the passing of former Superintendent Gideon Diamon. Gideon served in the Alaskan theater during WWII. Gideon was our superintendent at least twice, probably more when our division was forming back in the 1970's and 1980's. He would remember Mel McFarland before his hair turned color and Wayne Lemely still had his train store in his garage!

I did not know his first wife Maudie well as she had cancer when Gideon still had his train shop downtown. All of us should know his second wife Cathy as they both were very active in division and TECO swap meets these last few years. We have lost a very good supporter of our hobby and I will miss him as I think you will also.

Back on January 24th, I received the e-mail shown below from James Vadeboncoeur. Please read it through and we can discuss it at the next meeting.

FROM: James Vadeboncoeur
DATE: Sunday, January 24, 2016 at 11:29 AM

JB, Wade & John:

Last May, it was our (Kay's and mine) privilege to host a picnic at our house for the PPDNMRA.

Aside from the rain, I think most of the 30 or so who attended thought it was a great party (or at least, didn't steal the furniture). We would be most pleased to host it again this Spring.

However, this year, I suggest that we began thinking about a gathering of all those of us who are involved with model railroading in our community. This would include the PPNMRA, Slim Rail, Pike Peak N'Gineers, Pike Masters, Pikes Peak & Southern, local vendors, etc. Since we are talking about 100 plus active players and their spouses, it would be too large a group to have it our place again.

If it would attract a good share of the possible attendees, we probably need to look at something like the Bear Creek Park on 21st St. We can reserve the needed space if we can plan it out early enough. During the nice weather, most of the park picnic areas are in use on week ends by various affinity groups, companies, birthday parties, etc.

The park offers: cooking facilities, picnic tables, covered pavilion seating (by reservation), restrooms, water, horse riding trails, several nice walking trails, an archery range, a horse shoe pit, a volley ball court, several tennis courts, a basketball court, children play areas, a leash-free dog park, and ample free close parking. Sorry, no observable adult beverages are allowed in the park. Check it out at: <http://adm.elpasoco.com/CommunityServices/ParkOperations/Pages/BearCreekRegionalPark.aspx>.

We could also have a silent auction, like last year, to defray any expense, and model contests, etc.

If you think this would be worth a shot, toss it around with your cohorts. Again, if you decide that we just want to have the PPDNMRA group like last year, we would be pleased to host it again at our place. Just let us know.

Hope all is well with you and yours.

Bon Jour Mon Amies!

Four things to be thinking about at the meeting: 1) The train show in Denver at the Denver Mart in March 2) Our next TECO show that Andy will mention 3) Our own swap meet that Dusty will outline and 4) A proposed 2016 combined picnic that Jim is looking into. Lots of topics for the coming meeting - be there or be square.

Wade

MODULAR MUSINGS

By John Emmot, Chairman of Module Group

Time to do this again, after I slept through the January edition. We are still in our winter hiatus of setups pending the April TECO show. I have been working on the layout lights for the modules. I have over half of them completed. I'll try to bring them to the meeting Friday for those who would like to pick them up. At this point, I think, one per module until we see where we are with the project. We bought enough material for 20 units. We may want to retain some in the Division for a corner or two. Charles has the bulbs the Division agreed to use. Each light cord will reach 5 feet from the point of mounting. In the meantime, the module owners will need to think about the AC terminal strip bus under the layout to power said lights. As I have said in the past, I believe the connecting cords should be at least 14 gauge wire with ground. For those with multiple modules, you may locate the strips as needed to support your lights as long as you can reach the strip on the adjoining module. The power strips maybe mounted permanently or left detachable. They should be attached off the floor when in operation. Position the AC bus as far from the train power bus as possible.

I learned this week of the passing of Gideon Diamon. Gideon was part of the model railroad community long before I arrived on the scene. He was a past Superintendent of the PPD and the owner of the Diamond Fun Shoppe in downtown Colorado Springs. He was a participant in Division Train Shows and Swap Meets as long as his health permitted. Gideon was a good friend and a great railroader.

I have seen Mike Cather's call for assistance for a fellow modeler. I do not know the scope of the project. Perhaps we can find out more at the meeting and coordinate a plan for some of us, with our days free, to get together and spend some time helping. Two or three folks could accomplish a lot in an afternoon.

January and February have been good months for my own history and modeling projects. I have ordered copies of the Pullman builder's photos of the Marcia, Dave Moffat's private car, from the California State Railroad Museum. I have had a model of that car on the back burner for some time and it may be time to push it forward. John Bush, President of the C.&T.S. Railroad, did a restoration of the car over 25 years ago which was described in an old publication. I just received a copy of that detailed article to help with my motivation. I have also found several other photos of things Moffat on eBay. They too are enroute to my collection.

I hope to see everyone at the meeting Friday.

John

RAILCAR OF THE MONTH

This month's railcar is a fresh, out-of-the-box, HO-scale, 53.5', Illinois Terminal Railroad flatcar from Life Like's Proto 2000 Series.

If you have a railcar that you would like to enter into *Railcar Of The Month*, please contact the editor of *The Milepost* at a monthly meeting or via e-mail at: midnightriver@ymail.com. Thanks!



JANUARY 2016 CONTEST ENTRIES

January's contest was *Billboards*. The models that were entered are shown below.



Joe Costa won first-place with this Campbell Soup billboard model. Rooftops were often used to support billboards and make them more visible. This billboard, with an incandescent bulb, is attached to the top of a building.



Robert Allen won second-place with one of these two billboards and tied for third-place with the other. Strip wood models, Campbell Scale Models lamp shades, with humorous sign image from Google.



Kristin tied for third-place with this Winslow Arizona billboard. The image for the billboard comes off a sign above the door of the drug/souvenir store on the famous corner on Route 66. The green plastic base was covered with green turf to look more realistic.



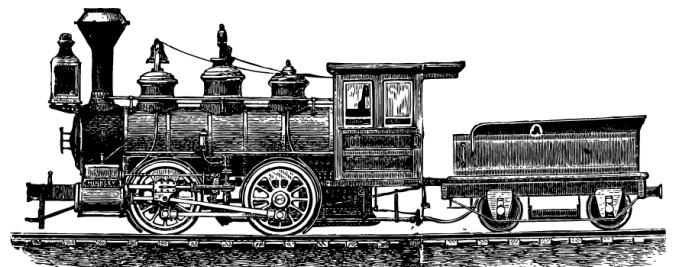
Wade entered these two billboards — one for Northern Tissue and one for Mobilgas.

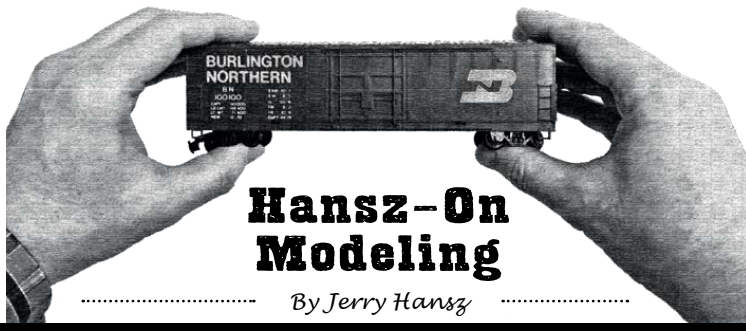


Dennis Snyder entered this 1920's era billboard for The Rocky Road. Dennis writes that he did a Bing search of 1920's era billboard pictures. He then drew up plans on his computer using Design CAD 3D Max based on estimated dimensions from pictures. This is his first effort at modeling with using styrene stock. Used available Grandt Line Bandstand Lath detail parts as basis to design around. Billboard poster is based on my railroad herald and is typical of the era (and my imagination). This was created in Microsoft Publisher and Corel Draw, and printed on an inkjet printer. Fonts are also typical of the era. Bracing is bass wood and is based on other drawings and good carpentry standards. Materials used were styrene, bass wood, card stock and paper. Grandt Line Lath 5064 and Double S Corbels 5075.



Wade also had these two billboards for display at the contest. One for John Deere and Nash cars.





Hansz-On Modeling

By Jerry Hansz

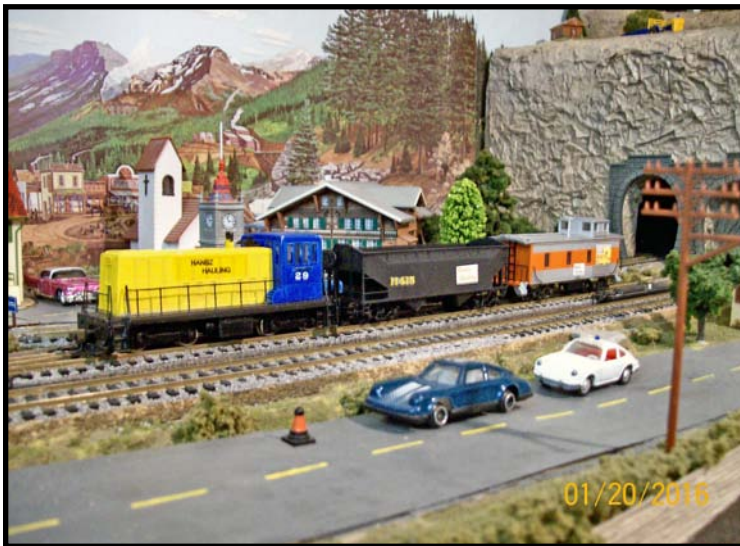
SHORT PROJECTS!

Do you always get foreign railroad equipment at the Christmas party? Can't swap it for your road? Well, try this-patch it for your railroad!

I had a couple of cabs that weren't Santa Fe. My short line Hansz Hauling needed some, so I patched them. The decals were designed and printed on the computer. They don't show up well on dark colored backgrounds, so they were placed on white or yellow backgrounds. Notice that the crew was sloppy installing the patches! If you have the correct paint, repainting is an alternative. I'm out of Tuscan.



I also had a hopper that had been repainted and lettered for HHCX. Here they are behind the new 70 ton locomotive.



A couple of years ago a guy was selling old time tank car chassis at the swap meet. Several of us bought them up. I got three. They made nice log cars to go behind the brass Shay that I had rebuilt. (See the web site.)



I also had a bunch of old time tank cars. All but one got assembled before I ran out of gas! The fourth one lay on the bench for a year. Today I decided "no more old time tank cars", and converted the chassis for log car use. When some small branches become available, the car will be completed.



It was an easy fix. Install Kadee couplers, assemble and mount the trucks. Glue on the brake valve.

Speaking of the other patched locomotive. At a swap meet I acquired a Santa Fe SD40-2 in Kodachrome. I already had the number 5068, so it became HHCX 506. With a decoder installed, it is available on the Santa Fe Central.



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DCC IN A GENERAL ELECTRIC 70-TON LOCOMOTIVE

On the Santa Fe Central Railroad, the Hansz Hauling Company has trackage rights. They have one hand-me-down SD40-2 (#506) which they purchased from the Santa Fe Central. The short-line railroad has needed a small general purpose locomotive, and had been eyeing the GE 70-ton.

At TECO in December, I purchased an undecorated Bachmann Spectrum from Jack Sousa, and picked up an NCE N12SR decoder. MUST HAVE DCC ON THE SFC!

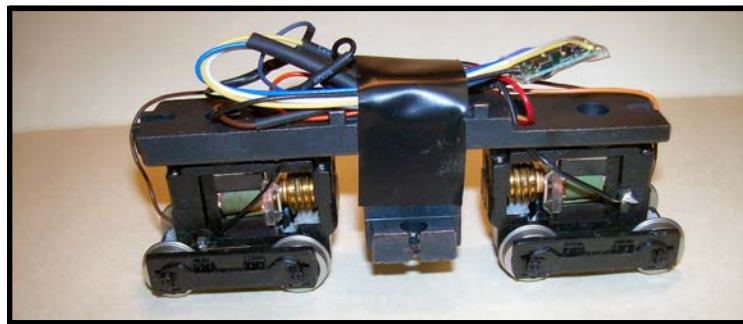


At the back shop I disassembled the locomotive. Quite an exercise. First, the screw holding the tank cover was shallow, so had to modify a Phillips screwdriver. Next I unsoldered the light bar and studied the two small motors. GREAT! They pick up power directly from the rails with wipers on the motor brushes. With the light bar removed and leads from the motors removed, I verified that the 2 trucks do indeed pick up directly from the rails. So, I disassembled the trucks and removed the motors. A pair of dikes cut the wipers back, so I could attach wires from the truck wipers to the decoder.



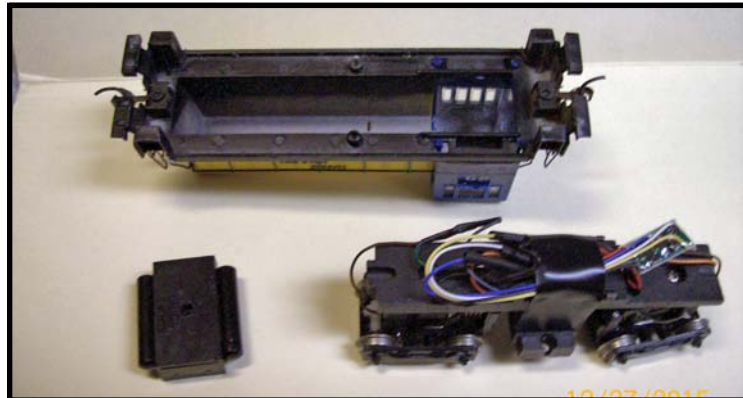
Wires were soldered to the motor brushes and the wheel wipers. I didn't have the correct colored wires, so used whatever was on hand. Word to the wise – keep the wires off bad decoders!

After adding wires, I reassembled the trucks. After replacing the trucks on the frame, I wired the N12SR decoder. I didn't have any 12 volt lamps, so the lamp wires were tucked under the electrical tape I used to secure the decoder. If I don't get too lazy, lights will be added later.



The chassis with decoder installed.

I placed the chassis on the programming track and programmed it for number 22. The unit ran nicely on the main line.



I painted the hood bright yellow, and the cab dark blue, similar to Santa Fe colors. Couldn't get an exact match since the paint manufacturer discontinued their model paints. Hansz Hauling decals were placed on the hood and number 29 on the cab sides. Hand rails and couplers were installed, and the locomotive was reassembled.

The locomotive was reprogrammed on the programming track, and runs okay. The short wheelbase will probably be a problem on my Atlas turnouts!



HHCX #29 at Chestnut Hill.

Jerry

CONTEST UPDATES

By Dennis Snyder, Contest Chairman

The monthly contest rules were sent out to the membership for review, comments, Bronx cheers, et cetera, earlier this month. I received a few suggestions and refinements which were consistent with our objectives and have integrated them into the Contest Rules and Write-Up form included in this issue of the Signpost. I think you will find that this final version covers all aspects of the rules and clears up any ambiguities. Our esteemed Wade Mountz would like to finalize and vote to accept these rules at the February division meeting.

Pikes Peak Division Model Contest Rules

1. The Contest Chair is responsible for managing all Pikes Peak Division contests, as stated in Section 6-E Contest Committee of Division Bylaws. The Chair is responsible for providing appropriate forms and other material for the fair conduct of Division contests,
2. The Contest Chair will select an assistant to help with contests and cover any Contest Chair absence,
3. The Contest Chair has the authority to disallow any entry that does not meet these rules,
4. There must be at least three (3) entries to validate the contest and each contestant must be a NMRA member in the Pikes Peak Division, in good standing,
5. Contest models and associated model write-ups (see Rule #8) must be submitted to the Contest Chair. Plans and prototype photos may be included with the contestant's model,
6. Model displays can have a small backdrop and/or section of track,
7. The contestant must have built, painted, weathered, loaded, scratch built, detailed, kit-bashed or in some way modified the model,
8. A short write-up should be included with each judged model. A write-up describes, as a minimum, all modifications, special information and/or techniques used to build or detail the model (similar to the NMRA Achievement Program requirements). A write-up could include:
 - a. Identification of all scratch built features,
 - b. All commercial components used,
 - c. Materials used in building the model,
 - d. A notation that the model is operational, if it is intended to be,
 - e. If the model is, or contains kit(s), name the kit manufacturer and the kit.

The write-up is intended to help contestants prepare for the Achievement Program and any other judged contests and, to help members understand what went into the entry for judging and learning. While recommended, the lack of a write-up will not disqualify any entry,

9. Contestants are limited two (2) entries in each contest which meet Rules #7 and #8. A contestant's second model can be used to meet the minimum number of entries for Rule #4's contest validation. Any Contestant can exhibit additional models for display purposes only,
10. By entering the contest, the contestant automatically grants permission for the Division to photograph the models and publish the images in appropriate magazines and/or local media,
11. Ready-to-run models (i.e., simply out of the box) do not qualify for entry into a contest,
12. In a Photos Contest, the photograph itself is the entry 'model' and is the basis of judging. All rules apply. Photo contests of either models or prototype railroad scenes should be judged on the quality, composition, artistry and techniques of taking and presenting the photograph,
13. Contests are judged by Division members' popular vote at the contest meeting unless a judged contest is declared, then standard NMRA judging guidelines apply,
14. In the case of a tie for 1st, 2nd or 3rd place (equal tally marks for that place), a certificate or ribbon will be issued to each of the tying contestants,
15. Entries winning 1st place cannot be entered into any similar future Division contests. i.e. A first place in the popular vote contest may still be entered in any judged contest but not in another popular vote contest,
16. In the event that a Contest Chair or Contest Assistant Chair enters a contest with a winning entry, then the tally will be verified by another person,
17. These rules supersede all other previous contest rules.

Pikes Peak Division Model Contest Write-Up Recommendations

1. Scratch Built Components
2. All Commercial Components Used
3. Materials Used in Building the Model
4. Is the Entry Operational? What parts?
5. What Kits Are Used in the Entry? Manufacturer and Kit Name.



Michael R. Clark

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Gunnison Division Notes

Peco 3-Way Turnout

By Jeff Cahill

Hello Pikes Peak Division! It's time to get back to work on my N scale layout. Or, at least writing articles about working on the layout.

After a few operating sessions and receiving excellent feedback, a use for a new 3-way turnout in Gunnison yard became apparent. Getting over the high price for the Peco turnout – four times as much as a regular turnout – was not easy, but I ordered one. A few days later I'm opening the shipping box and there's a sticker on the turnout's box: "This turnout requires two SPDT accessory switches to install and operate..." And there's two wires coming off the bottom of the turnout. Off to the internet! Days later this becomes a classic case of "I should've first done my research ..."

Apparently the Peco 3-way is not actually a 3-way turnout, but more like two turnouts globbed together into one assembly. The polarity at each frog needs to be switched, depending on the route through the turnout. There are many ways to do this, but since I already have a bunch of Peco switch machines, I opted for using PL-13 Peco accessory switches to hopefully keep things simpler and cheaper. I ordered a couple of the inexpensive accessory switches and the installation waits a few more days.

It was never my intention to power the turnout because it is right in front of the yard operator. But the requirement to switch the frog polarities, which is done by the two accessory switches being moved by Peco switch motors (one for each set of points), necessitated powering the turnout. Oh well.

The first picture shows the location for the new turnout. The route to the right is a departure/train make-up track. The route down the middle is the yard ladder. And to the left, the freight house. I regret I am not sure how to differentiate normal vs. diverging with this turnout.



Photo 1. Turnout location.

The second photo shows the Peco accessory switch that can be used for more than just what I am using it for. Also shown is one of the Peco motors and a Peco under-the-layout motor mount. Peco under-layout mounting plates require big ugly holes in the layout. In this case, TWO big ugly holes. You can see them in the second photo. Luckily, this is the only such turnout on the railroad, and after some ballasting and black paint inside the holes it is not too bad. But I hate them. Anyone would.



Photo 2. Accessory switch, motor, and under-layout mounting plate.

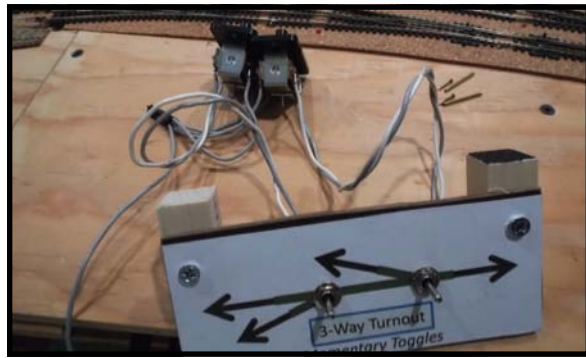


Photo 3. Motors wired to the control panel.

Photo 3 shows the two motors wired-up to the new control panel with two momentary toggles. I hate this panel, too, but it works. I just had to decide what makes more sense – up on the toggle throws those points away from you or toward the route furthest from you (these are the opposite). And then let other guys tell me if I got it right.

I am undecided on how the controls will remain. I'll probably use some sort of diode matrix set-up so I can use a single knob to select one of the three routes, and the matrix operates one or both of the motors as required. More research and smarts are required here.

In photo 4 you see the whole deal under the layout. The accessory switches are thrown by the motors and are stuck to the bottom of the motors with duct tape for now. You are instructed to glue them together. I will wait to see how reliable this set-up is before I take that step.

The final photo shows the installed turnout. Yardmasters get used to working it pretty quickly, despite the fact that it is the only powered turnout among umpteen yard turnouts. One of the Peco accessory switches was touchy early-on and I had to tweak its position a hair under its motor (good thing they weren't yet glued together!).

Do I regret the decision to purchase and install this 3-way turnout? Yes, but only because it is powered. It adds a plethora of things that could go wrong. If it goes bad, 3/4 of the yard is dead. But so far so good, including using it a lot during a couple of operating sessions. Once a diode matrix knob is working I might like it more. Perhaps more on that later...

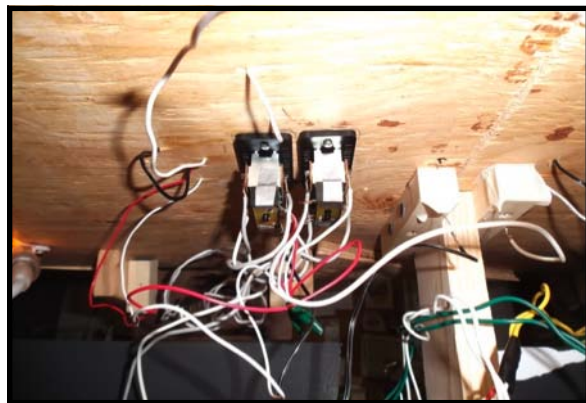


Photo 4. Motors and switches under the layout.



Photo 5. Installed and ready for action.

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