



The Milepost

June 2017
Volume 37
Issue #6

Train Watching In Palmer Lake, Colorado



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Gunnison Division*

NEXT MEETING: Friday, June 9th, 2017 at 7:00 PM at the Sand Creek Police Station, 4125 Center Park Drive, Colorado Springs, Colorado (southeast of the intersection of Fountain and Academy Boulevards).

INFORMATION

The Milepost is published monthly and is the official journal 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 other model railroad activities.

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Cover Photograph: A southbound BNSF coal train waits at a yellow signal before entering into Palmer Lake, Colorado. Photograph was snapped on Saturday, May 27th, 2017, by Michael Murdock.

SUPERINTENDENT'S NOTES

By Joe Costa, Superintendent of PPD-NMRA

It's a busy summer and it's only getting busier. Kristin and I will be driving off to Durango on Thursday, June 8th, 2017, for the Regional Convention. We've both ridden the Durango & Silverton individually but this will be our first time together. Then, on the way back, she'll ride the Leadville, Colorado & Southern for the first time.

We were planning to be back for the June 2017 TECO show, to do the BSA Railroading Merit Badge, but unfortunately, that show has been cancelled [June 17th and June 18th, 2017].

On July 8, we'll be at one of the Thomas Train Events with Operation Lifesaver at the Colorado Railroad Museum.

On July 14-16, we are camping out at Prospectors (in a cabin) with the Hawaiian Club near Royal Gorge. I've never ridden the Royal Gorge train before, so Kristin and I will be riding that.

July 26, we'll be at the Dinosaur Train Event with Operation Lifesaver at the Colorado Railroad Museum.

On August 6, we'll be at Chapel Hills for Kids First Safety Day with Operation Lifesaver.

On August 12, the Pikes Peak Council has requested that we do the Railroading Merit Badge for "Merit Badge Saturday". The N'giners have graciously offered to host us at their layout in the old Rio Grande Station in Colorado Springs.

To keep up the pace, we'd also like to do Layout Tours this August, maybe a little more informally than we've done in the past and not necessarily in a single weekend.

On August 26, we'll be the Ales and Rails Event with Operation Lifesaver at the Colorado Railroad Museum.

So, if you'd like to show off your layout, regardless of scale or prototype, in whatever stage of construction it maybe (technically, a layout is never done), let me know what dates are good for you. In fact, if you'd like to do a little clinic or demonstration on how you do trees, clouds, mountains, etc., that might be fun. Who knows, committing to a date, might help get those "finishing touches" you've long planned but never gotten around to, done.

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MAY 2017 MEETING MINUTES

May 12th, 2017 Minutes of the Regular Meeting of the Pikes Peak Division of the National Model Railroaders Association

The meeting was held at the Trinity United Methodist Church. The meeting was brought to order by Superintendent Joe Costa at 7:00 PM. There were 20 people in attendance. Mark and Amber Fuerstenberger were there as visitors.

Frank Pareso says there is no treasurer's report and that the division funds are down to almost nothing.

There were no contest entries brought in.

There will be a June 9th, 2017 meeting at the police station — even though many of the members will not be attending due to the regional convention that same day.

Dusty would like pass off the responsibility of setting up the swap meets to someone else. If you are interested, please see Dusty.

Mike Peck and Andy Buco have put in notice that they are stepping down from running TECO and the end of this year.

No raffle tonight because of all of the trains-only hobby stores closing in Colorado Springs. Caboose in Denver not interested in donating anything for the monthly raffle at this time. Both Hobbytown stores in Colorado Springs sell model train items.

No program tonight — folks will be helping to set up modules.

Mike's Custom Railway Supply closing towards the end of the month (or maybe into June). Mike is retiring from running his hobby shop. This is the last trains-only hobby shop in Colorado Springs.

Youth In Model Railroading has two dog-bone modules they do not want anymore. If you are interested, please see Rob Allen. There is no scenery on these modules.

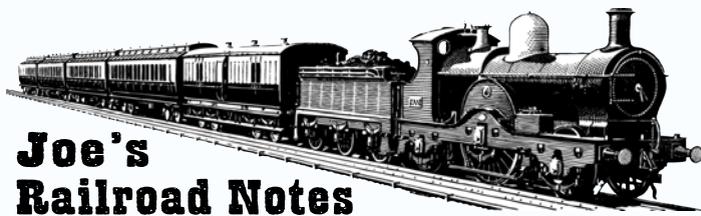
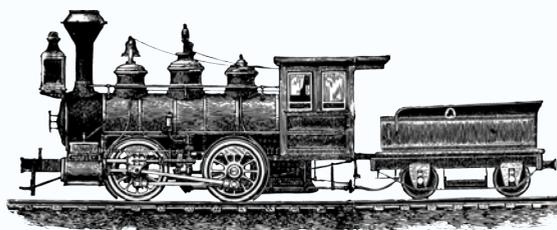
The Pikes Peak & Southern and Youth In Model Railroading will not be at the June TECO show.

Meeting ended at 7:20 PM.



Michael R. Clark

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Joe's Railroad Notes

By Joe Costa

BNSF In Larkspur And Monument

We took a shortcut through Larkspur, Palmer Lake and Monument to bypass southbound I-25 traffic. We were lucky to catch a KCS loco on the end of a BNSF coal train.

I took the KCS loco picture through back side window and a more experienced photographer took the KCS picture through front passenger window of our car.

Got to love the irony of a KCS loco on a Rio Grande bridge.

When a train is running at speed you just click a lot and pray. We passed the train as it was leaving Palmer Lake, Colorado, and “ambushed” it at the bridge.



TECO #30 (June 17th-18th, 2017) Cancelled

If you haven't already heard, the TECO #30 show has been cancelled. Mike Peck reported that there were not enough table sales (vendors), nor enough layouts to have a good show. We are looking to have a new location for this Fall 2017 — possibly in Monument, Colorado.



MODULAR MUSINGS

By John Emmot, Chairman of Module Group

The Pikes Peak Division held its Spring Show and Swapmeet on the Saturday before Mother's Day. The weather was too nice for a lot of folks to want to spend time indoors and some of our regular vendors were missing, but it was an enjoyable day and fun was had by all. Overheard comments seemed to indicate that most of the vendors were happy. The module layout was setup on Friday evening before, during, and after the regular meeting which was held at the church. While there were lots of folks at the meeting, it was the module owners (and one particularly enthusiastic new guy) left at the end of the night when we had to leave without completing the setup. We returned early on Saturday to do the skirts, banner, controller setup, and bug hunting that finishes the job. Thanks to all who stayed and helped, including Mark Fuerstenberger and his wife (she knows what she is doing too). It was much appreciated. As usual, we had some bugs to hunt and not from the likely sources. Charles six new modules worked well after we found and corrected a missed connected bus-plug. The micro-switches for the gate protection took awhile to decide to perform well after I had applied contact cleaner that was supposed to improve their performance. I logged substantial "under the layout" time at La Pasada figuring out the stalling problem on the mains. Ultimately some judicious soldering, rail joiner maintenance, and a jumper cable fixed the problem and everything became fully operational. Several trains were operated by the owners, Mike Murdock and Mark Fuerstenberger — who had a couple of interesting consists.

And now for the upcoming activities. The next scheduled meeting is at the same time as the Region Convention being held in Durango, Colorado. Several of our members are planning to attend it. For those who are still in town, we will get together at our usual place at our usual time. Come on out and enjoy the camaraderie of your fellow railroaders. The contest is scheduled to be a mini-scene (18" x 18"). We'll see how that goes. I haven't heard about a program, but we will have something interesting. If you're not at the convention, you should be here.

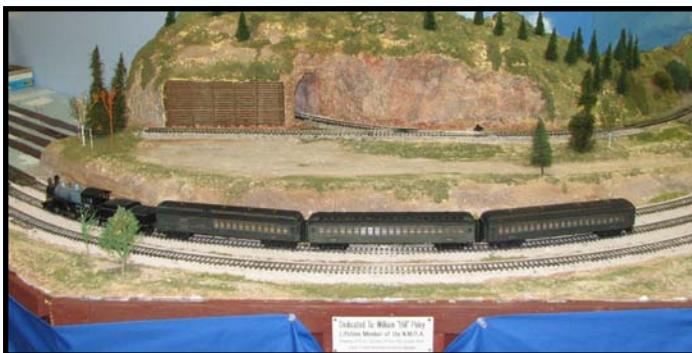
The next fire by our foot was to be the TECO show the following Father's Day weekend (June 17-18). However, as of June 6th, this show has been POSTPONED until a date to be determined.

There are many moving parts to bring the TECO shows to realization. We enjoy being able to share our passion of the hobby for everyone to experience. Father's Day weekend has been a long-standing tradition with TECO, however some of our vendors and module display groups were not available for this show, making this model train show much smaller than previous shows impacting the quality of TECO's efforts. That being said, the Father's Day show (June 17 & 18) is cancelled.

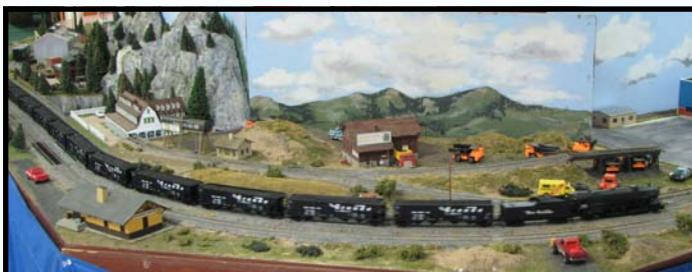
As many of you may have heard, The Mortgage Solutions Financial Expo Center has been sold and will no longer be the home for TECO model train shows. We are actively looking for a venue that we can use as a permanent location for future shows that will fit our modest budget. We are a Colorado non-profit and our philosophy has always been to keep the entry price low to expose more people to the model train hobby. We are planning a fall show, so stay tuned for more information from TECO communications." If anyone has a lead on a venue, we would like to hear from you.

I understand that the Youth in Model Railroading have a pair of dogbone ends stored at the Expo Center. They are available to anyone who would like to take them over. This might be the opportunity you need to start your layout. Come to 3650 North Nevada Avenue, Colorado Springs, Colorado, at 10 AM, on June 13th, if interested.

That's about all for now. I hope to see the home folks on Friday.



John Emmot's D.N.W.&P. model train with 1904 coaches.



Mike Maline's coal train.



Mike Maline's steam train.



Mike Murdock's long freight train.



Heavy traffic on the modules.

Gunnison Division Notes

Scenery "Do-Over"

By Jeff Cahill

Hello Pikes Peak Division! This time I describe re-doing the Jewell Pulp and Paper Mill scene in my N-scale version of Pitkin, Colorado.

A few years back, after looking at bare plywood for too long, I got excited about installing scenery... someplace. I ordered a DVD, followed step-by-step, and created the Jewell Pulp and Paper mill scene (photo 1). Most of the sprawling industry is painted on the backdrop, with a flat plastic warehouse, separate office building (now the Gunnison yard office), tanks, and piles of wood chips (sawdust). It covered a good chunk of real estate on my small layout.



Photo 1. What the heck? It's the Jewell Pulp and Paper Mill.

You might be wondering (like wifey did): why tear out a finished scene while over half the layout still needed any scenery at all? Good question. The paper mill scene offered plenty of interest with the two-track industry, but it did not fit the "look" of my layout. Of course, I made the scene before deciding what that "look" was. Right or wrong, and successfully or not, my layout tries for an old-time, branch line appearance, rather than an exact era. And for this location, a more historically accurate-looking stamp mill scene is more appropriate. So, out comes the paper mill before having to explain again the huge industrial complex on this (presumed) clunky, little 'ole railroad.

Pitkin had at least one large mill back in the Denver, South Park & Pacific heyday. My research says it was the Big Quartz Creek Mill (I've seen the name "Jewell," too, hence the name of the pulp and paper mill). Perhaps both mills were there, or they were the same mill, possibly changing names at some point.... I could spend more time researching this aspect of the hobby, but even in this regard I generally follow the "good enough" rule. The excellent museum in Gunnison has interesting information and photos of Pitkin's Big Quartz Creek mill, and at the very least I am now armed with my new mill's name.

My structure is the Nn3.com Kits Penn Stamp Mill, and the old Caboose Hobbies had one in stock so up the freeway I went. It's a nice wood kit with removable roofs and a crap-load of windows (i.e., upper sash, lower sash, glazing, glazing, install, window frame, sill, repeat 50 more times!). It went together amazingly well considering all the walls and roof lines. I added a tank and a small Detail Associates stamp mill to the interior; I doubt highly I'll ever attempt the level of interior detail found in the larger-scale beauties in the magazines. But at least the roof trusses look good!

The old paper mill's road, grade crossings, and parking area remain for now (see photo 2), hoping to work them into the new scene. The two tracks remain also, except for shortening the track that went into a loading building (and through the backdrop an inch or so). Would I lay



Photo 2. All gone except on the backdrop.

the tracks differently if the new stamp mill was the original idea for this area? Yes, but likely just a bit differently, so I'll make these two already painted, ballasted, and weathered tracks work.



Photo 3. Dry-fitting the new stamp mill.

Photo 3 shows dry-fitting the new mill for placing the hills behind and around the rather large structure. Cork pad foundations are glued down for the smaller support buildings that are part of the scene. Trusty blue foam (photo 4) forms the base for the hills and landforms.



Photo 4. Foam hillside (with a smokestack?!).

You can follow the progress in the next two images (photos 5 and 6). Blue sky and hills are now painted on the backdrop and the old Jewell pulp and paper mill – much like the real Pitkin mills – exists only in history and a few photos. The blue foam is shaped, plastered, painted, and the cribbing and rock outcroppings are in place, along with a mine shaft entrance on the left. Only one track works the new mill; the other track feeds a future team spot and a small fuel oil distributor.

The Big Quartz Creek Mill scene is ready for operations in photo 7 (I need to decide something about the goofy parking lot!). I added a small hillside water tank, and for car spotting, a small freight house to the

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Photo 5. Plaster and details...



Photo 6. Ready for the mill.

left of the mill and coal storage for an adjacent power house to the right. You can see these better in photo 8. I still have to assemble a few ore cars, but the mine track is now in place with a couple trestle bents leading to the mine shaft. The additional scenery I added makes the landscape even more presentable.

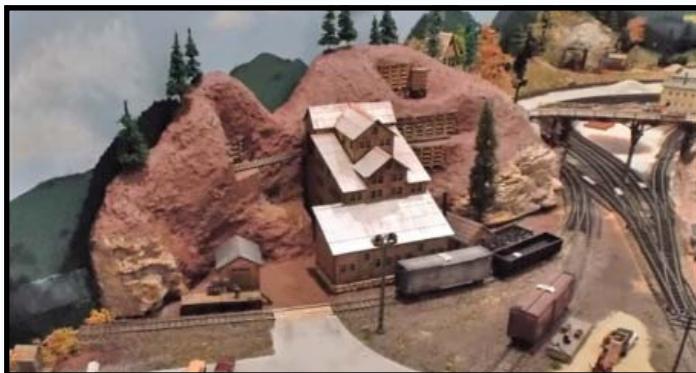


Photo 7. Ready for operations.



Photo 8. The new mill with scenery.

The last image shows the scene a few months later. The oil company (by Bar Mills Models) is at the end of the other track, along with the new team spot across the road. I carved-out the parking lot portion of the road so the town is now left with just a roadway through this area. Finally — more of the look I was after!

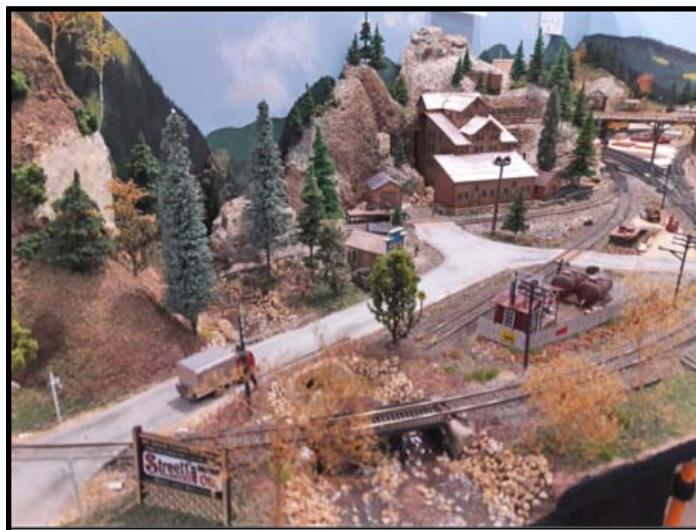


Photo 9. Much better, in my opinion!



Down At The Depot

By Dennis Snyder

I am on this e-mail list and they send out a free download of obscure and out-of-date books. Sometimes they are interesting, most times they are not. I found one that I thought some others might be interested in. If you go to <https://www.forgottenbooks.com/>, then search for The Electric Railway, you can obtain a download of it for yourself.

Here is a description of the book:

The Electric Railway

by A. Morris Buck

Ever since the beginning of history this interchange of merchandise has been one of the great vocations of mankind. Until about the beginning of the nineteenth century the traffic on land was handled exclusively by animal power. As the result of experiments made by a number of investigators in the first portion of the last century, mechanical means of transportation were made available. The motive power thus invented was the steam engine, which was developed into the prototype of its modern form when Stephenson's Rocket was built in 1829. The results attained as the outcome of this invention were far reaching; it entirely revolutionized all methods of transportation.

The problems involved in railway service are many and varied. Although transportation is one of the earliest activities of man kind, the modern railroad really had its beginning with the use Of steam as a motive power, in the early part of the nineteenth century. From humble beginnings, it soon developed along two radically different lines: the main-line or trunk railroad, and the street railway or tramway.

The Trunk Line railroad — this is usually considered to be a line of considerable length, handling traffic in large units and at moderate or

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high speeds. In most cases the trunk railway has been built to meet the demand for a transfer of commodities from point of production to point of consumption, and incidentally to handle the passenger traffic originating in its territory. Such a road is one connecting a number of cities of large size, and handling all classes of freight and passenger service. On this type of railway the freight business is usually of greater importance than the passenger, the latter often being handled merely as a necessary incident to operation.

The SC Zapper ...Or...

Clearing A Short Circuit On Any Gauge, 2-Rail Or 3-Rail, AC, DC Or DCC.

[Note, this article was intended for the April 2017 issue of *The Milepost* (i.e. April Fools)]

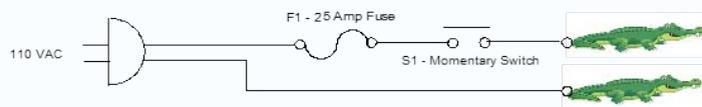
I have a life-long love of model railroading and electronics. In fact, many of you know that my interest in wiring my railroad led to my career in electronics. Over the years, people have complained about the difficulty of locating a short in their tracks. Even I, have had to deal with this on a few, very rare occasions. In answer to everyone's prayers, I have developed a circuit design that is guaranteed to eliminate any short circuits on your model railroad. It is a very simple circuit to build and to operate on your model railroad.

Operating Instructions

1. Remove all rolling stock and engines from your tracks.
2. Disconnect your power supply from the tracks.
3. Attach the output alligator clips to each rail. If you have a 3-rail system then attach then you will need to attach them to the 1st and 2nd rails.
4. Plug in the Zapper.
5. Momentarily switch S1 'On'.
6. You're done... all shorts are removed, unless you have a 3-rail system. For 3-rail, repeat steps 3 – 5 for the 2nd and 3rd rails.

Now, wasn't that simple? And, you can say you built it yourself.

SC Zapper



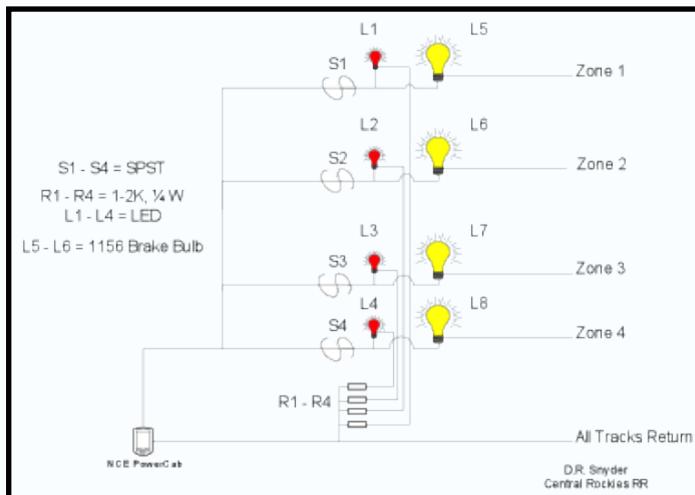
DCC Protection on the Cheap Central Rockies Rail Road

Back in the late '50s, I couldn't afford those fancy power supplies with the built-in throttle so I found an ad in MR and ordered a transformer, a selenium rectifier stack, 50-ohm rheostat and a slo-blo fuse (all of which I still have for some reason). Then I figured out how to hook them up to make a DC power supply and throttle. Somehow, I am still here and the house didn't burn down because I knew almost zippo about electronics at the time.

Move forward – oh my gosh – 60 years, and we have DCC. After convincing my wife to let me buy an NCE Power Cab, I knew I would be

pressing my luck (and life) if I tried for all those fancy DCC electronic block detectors but those old lessons of resetting that fuse, oh so many times, were well learned. I know these DCC supplies are supposedly self-protecting but I didn't want to gamble my irreplaceable \$160 cab. Nor did I want a fuse. Since I don't believe in reinventing the wheel each time, I did a web search to see if someone else had solved the problem of cheap DCC protection. Sure enough, Alan Gartner has a web page that is excellent for DCC... <http://www.wiringfordcc.com/>. If you haven't been there yet, it is worth a visit. Probably you have heard of this solution and I am just writing to confirm that it actually works. Sort of standing on the backs of others that have gone before.

Alan suggests using automobile brake light bulbs (1156) for a current limiter on your DCC supply by wiring a bulb between the supply and the tracks. I just used what I had in my possibles bin. The theory is a short increases current which causes the bulb to light. When the filament of a bulb lights, it gets hot, the resistance goes up and limits the current. Sounds good and I did a couple of experiments placing a bulb in series with my DCC output and shorting it. Well, sure enough, the bulb lit, my PowerCab didn't fry or even shut down. On to the real world application. I divided my layout into four zones, not for any particular reason other than it seemed easier to isolate a problem in smaller sections. I wired each zone similarly with an On-Off switch and a brake light. If a short happens in a zone, the bulb in that zone lights. I can then turn off that zone and either fix the problem immediately or continue operating in the other three zones. At any rate, I have eliminated troubleshooting 75% of my layout. So, it meets my criteria... cheap and it works.



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There is a switch that diverts the power from the layout to a separate test track. Neither the layout nor the test track can have power at the same time. That way I don't reprogram every engine on the layout accidentally. Well, anything is possible... that just reduces the risk. Just for a little elegance, I plan to add a resistor and LED to each zone to indicate if there is power in that zone. I plan a few other things on my panel just because I like to wire, I guess. I will add a DPDT-center off switch so I can switch the entire layout from DCC power to DC power, or Off. Don't know if I will ever use it but it is there. There is another switch that will divert the power from the layout to a separate test track. Neither the layout nor the test track can have power at the same time. That way I don't reprogram every engine on the layout accidentally. Well, anything is possible... that just reduces the risk. If anyone is interested, I can send them an easy schematic of my power distribution panel.

ITEMS FOR SALE

By Wade Mountz

Just got this e-mail from Michael Gross [the actor probably best known for his role as the dad on the television show, *Family Ties*]. I thought it might be worth sending out to everyone in the division and the region:

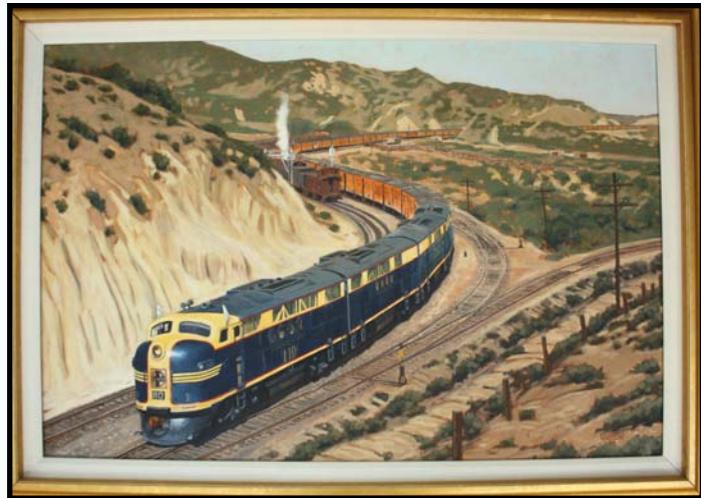
Dear Railfans,

I am reaching out to those in the rail community concerning a painting I have for sale.

We are downsizing, and I am offering for sale a gorgeous John Signor painting that I have enjoyed for 20-years. Rather than sell it on the open market, I would like to see it go to a good "Santa Fe home." It is a 24 x 36 oil on canvas titled, *Summit 1945*, signed by the artist, and depicts white-flagged FT 110 and her sisters leading a Santa Fe reefer block over Cajon Pass. Also pictured is the rear end of an eastbound helper steam locomotive and Santa Fe way car. It is a beautiful painting of an iconic spot on the Santa Fe, and I am asking \$2,500, which is exactly what I paid two decades ago.

Shipping and crating would greatly add to the cost but, to save money, I can deliver this personally as I will be taking a road trip from LA to Chicago and back again this month.

As you may know, John Signor no longer exhibits at shows, painting only by commission, so this is a great opportunity to obtain a



splendid example of his work,

I depart Los Angeles a week from today, June 11, so please contact me if you have any interest, or pass this information along to others.

Many thanks and cheers!

Michael Gross

Facebook.com/ActorMichaelGross

Another Michael Gross Item For Sale

Also just received this second e-mail from Michael Gross. Again, sending out to everyone in the division in case anyone is interested.

Railfan and Modeling Friends:

I am offering for sale an illuminated Super Chief drumhead I purchased directly from the AT&SF at their massive two-day Topeka auction in September 1987. Manufactured by Chicago's Western Sandblasting, who built drumheads for the Santa Fe and many other roads, it is constructed of Plexiglas and enclosed in a steel case approximately 27" in diameter and 7" deep.

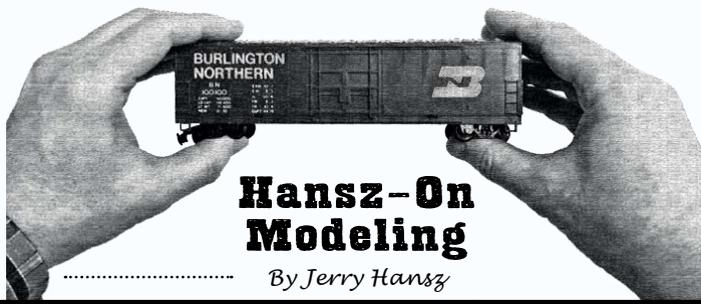
Whether it saw service on the Super Chief was not disclosed at the time of sale, but its scratches, light rust and other signs of wear seem to indicate it was more than just a display item. It is nearly 44-pounds in weight, with two steel 30" brackets, a carrying handle, and equipped with interior bulbs, a 120V cord and plug — all in perfect working order. The cost is \$3,500.

Shipping such a heavy item would greatly add to the total cost but, as I am about to begin a road trip from LA to Chicago and back, I would be able to deliver this personally to anyone along the route of the Santa Fe. I depart Los Angeles on Sunday, June 11, 2017, so please contact me if you have any interest, or pass this information along to your friends. Many thanks and cheers!

Michael Gross

Facebook.com/ActorMichaelGross





Hansz-On Modeling

By Jerry Hansz

Coupler Conversion

The Pennsylvania Railroad passenger cars I got at the 2015 Christmas party had truck-mounted couplers. They would uncouple over rough track or on grades. I decided to convert to body-mount couplers. I always use Kadee couplers, a lesson learned when running on the modules with long trains.



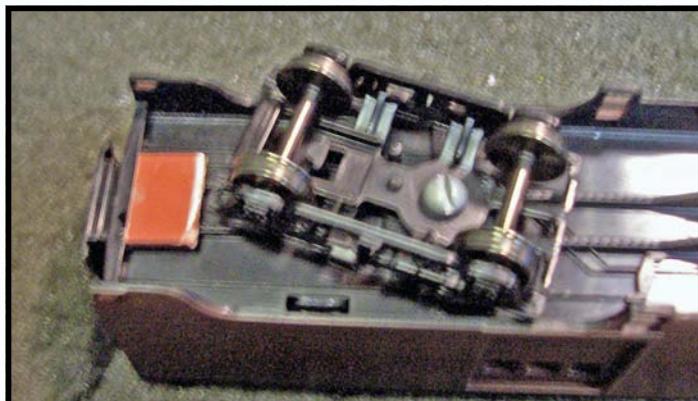
A trip to Mike's (Custom Railway Supply) nearly cleaned out his supply of Kadee coupler kits. I needed enough for nine cars (eight of the Christmas train and for a Norfolk Southern head-end power car to be built when I find a suitable donor car). Turns out there are enough for two cars in each package, so I overbought (what else is new?). The first two cars to be converted used parts from the Kadee #9 package.



This photo shows the parts from the package. The two truck-mounted couplers removed are shown at the bottom of the photo. Be aware that in the first #9 package, the coupler springs are not installed.

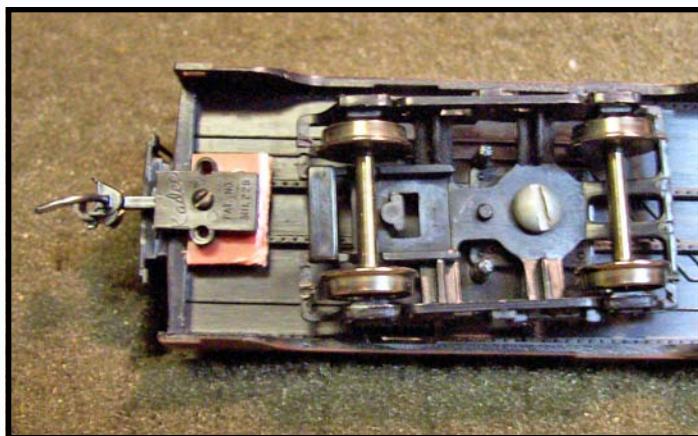
Installing coupler springs can be an adventure! I raided my coupler box for some #5s with springs.

Before removing the truck-mounted couplers, I set the car on my test track, and determined that mounting the coupler even with the end of the underbody should place it at the correct height. To mount the coupler, a pad was needed to bring the mounting surface level with the end of the car underbody. I found pieces of plastic the right thickness, and glued them to the underbody.

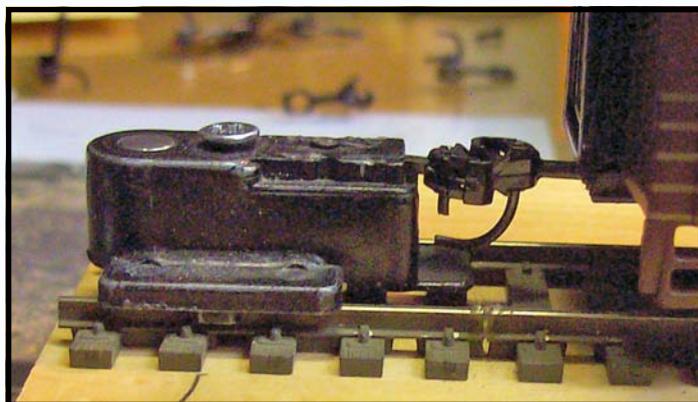


For the purists, the pads can be painted black after the coupler pocket is glued down. The Kadee #9 kit includes screws to secure the couplers. Other kits may not, so I laid in a supply of 2-56 brass screws.

After the pads were dry, I glued the coupler pockets, drilled clearance holes, and mounted the couplers. When the supplied coupler was fitted, it seemed to be too close to the car, so I used a couple of long-shank couplers from the parts box. Next time, I mounted the coupler pockets closer to the car end.



Then I checked the coupler height. Okay. (Note that my coupler gauge needs fixing, it sags!)



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View of the new coupler.



PRR baggage car number 7458 is ready for action.

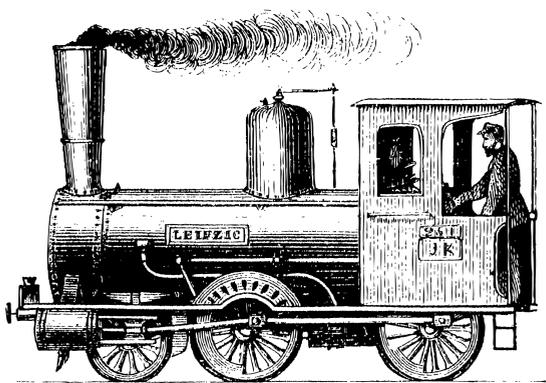
Now there were only seven more cars to do! I finished the remaining cars, using Kadee #9, #5, and #153 coupler kits.



(I did fix the coupler gauge!) When coupler heights were checked, some cars didn't pass. On one car I used underset couplers. On another, I shimmed the trucks, since I was out of underset couplers. An interesting exercise all around!

Finally, I cranked up ES44AC NS 8102, assembled the train with power car BNSF 15, and made test runs. The train made it around my tight curves and steep grades. Success!

Then, if I find a suitable donor, car number 9 will be a model of Norfolk Southern head end power car NS 39.



Norfolk Southern Number 27

You may recall that I need a power car for my NS 8102 Pennsylvania Railroad heritage locomotive and PRR 8-car passenger train. Looking up Norfolk Southern on the internet, there were several power cars shown. NS 39 was the most appealing car of the group. The two photos below show both sides of the car.

I needed a donor car to kitbash. During our testing of passenger trains to be used in a module meet, ATSF 3374 was found. The car had a round roof, which wasn't typical for Santa Fe heavy-weight passenger cars. Hey! Maybe it would work. It was only a 70-foot car, and had 6-wheel trucks.



There are several round-end observation cars in my collection with 4-wheel trucks. I pulled the trucks off one of the observation cars, and installed them on the undercarriage of 3374. Pretty close to the car ends, but-so what? A set of Kadee #9 couplers was installed. They are not an exact match for the NS trucks, and will need to be painted black. That took care of the undercarriage.



The undercarriage boxes have flat sides, whereas NS 39 has sloped fuel tanks. The body is secured to the undercarriage with tabs on the flat sides, so changing the boxes won't be done. Our NS 39 will simply have square fuel tanks!

Inspection of the car body showed that the window strips were securely fastened. Removal would probably destroy the body. It was decided to ignore the windows, sand the sides flat, and install a thin overlay. Preliminary work with a Dremel produced the following view. Obviously, getting a flat side would take some doing!



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The car and overlays were washed, toweled and set aside to dry. When dry, the overlays were glued on. Roof details, ladders and grab irons will be added. There is a large area of louvers on both sides of the car. Don't know if I can duplicate them! The diaphragms resemble shrink tubing, so....



The car needed a number of details. The vents provided a challenge for my fading eyesight and arthritic hands. The resulting details are assembled from bits and pieces from the spare parts box (scrap box). They are more pronounced than on the original car, but will have to do. A window was modified to resemble the shutters in the large vent.



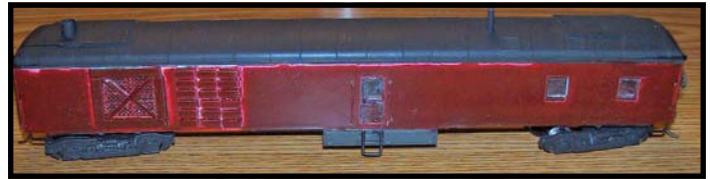
Roof hatches were pieces of plastic. The exhaust stack came from a plastic wall anchor. The radio antenna is a piece of sprue which was drilled for a piece of a copper grab iron. Several grab irons were installed. Plastic steps at the doors and corners were installed after painting and assembly, as removing the original steps left no place to drill for copper grabs.

End doors were assembled from house doors that fit, with plastic behind to catch the paint.



I used flat black for the roof. The undercarriage is black and wasn't painted. I couldn't find the exact paint color for Norfolk Southern passenger cars. I had Model Master Burgundy Red Metallic, which

seemed close. I used that for the sides and ends. It didn't cover well, so several coats were needed. After the paint dried, it was darker than the prototype. It will have to do.

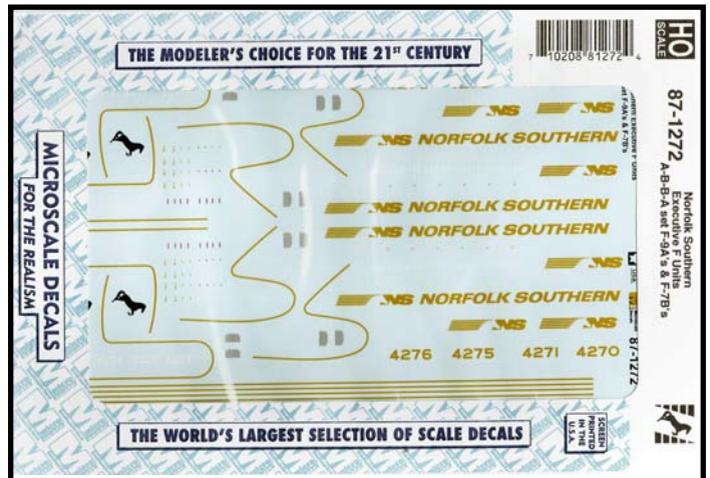


Additional grab irons were added at the center doors and the corners of the car. The corner grabs were set high to clear the trucks.

The end diaphragms were constructed from black shrink tubing.



Microscale decals for Norfolk Southern were ordered from the internet. The numbers "39" don't appear, so the car was renumbered "27". (The prototype NS 27 is a different car.)



I didn't relish placing the stripes at the top and bottom of the sides! The first attempt produced chunks of stripe decals. I immediately gave up. Since the model no longer is exact example of NS 39, no stripes are added. The "NORFOLK SOUTHERN", "NS" and "27" decals were cut from the decal sheet and applied. The decals were very delicate, and some disintegrated. The resulting alignments were compromises.

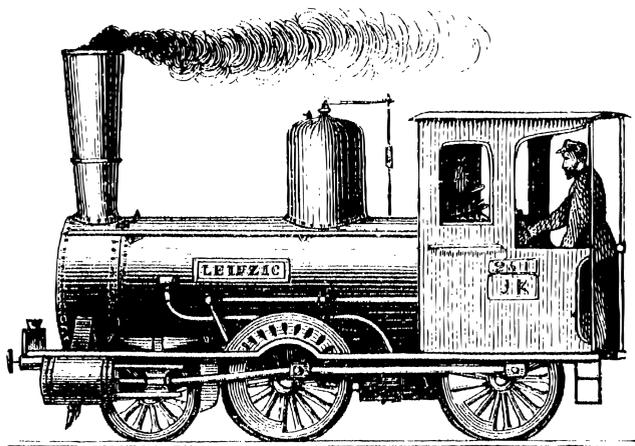
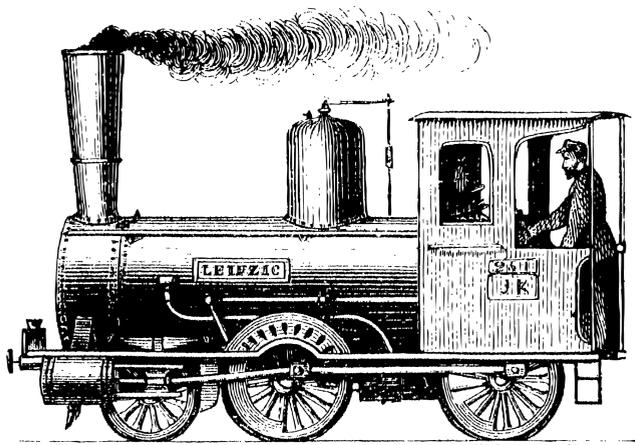
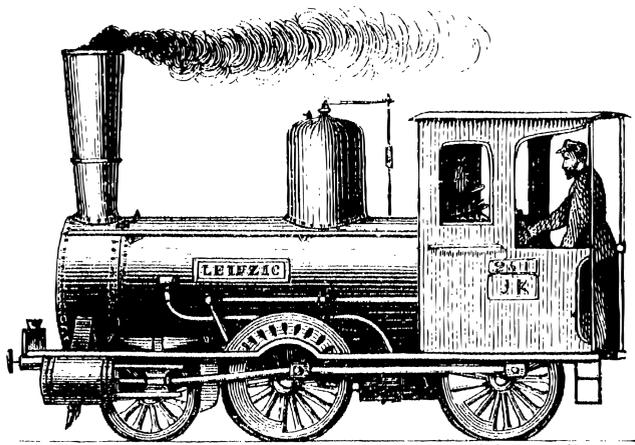


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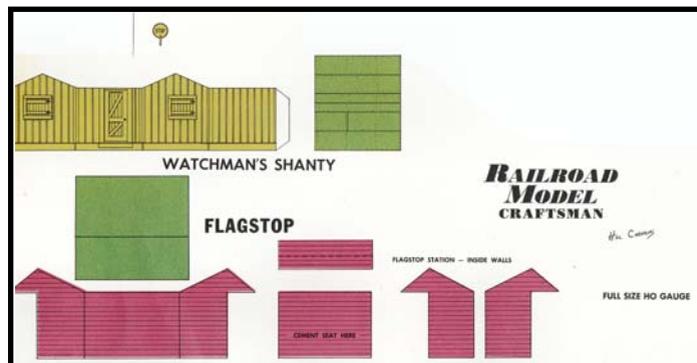


When the decals were dry, a light coat of Dullcoat was added to protect them. The car is now complete. It is not museum quality and reflects my diminishing capabilities. Oh well! At least the train will have power, without borrowing BNSF 51! BNSF 51 will power the BNSF employee special.



Cheap Buildings

We all have a model railroading budget. One way to stay in the budget is to use paper building cutouts. In the 1950s, Railroad Model Craftsman printed cutouts of various kinds of buildings.



An example building cutout.

I've built some of these. They are handy placeholders on the layout. Assembly is simple, merely cut out carefully, reinforce joints with square stock, and you're done!



The Fleeze Hotel fills a blank spot in Talheim.



UT Tower controls entry to Unter-Talheim.

Nowadays, you can download images from the internet, and print

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to file folder stock. The results can be assembled in the same way as the Railroad Model Craftsman cutouts.



Grojean Realty sits next to Railroad Express Co. in Unter-Talheim.



This was downloaded from the Jacksonville, Illinois web site.

I have used some of these to change up the backdrop appearance.



Background buildings behind Midwest City Station.



This building covers a hillside on Agua La Sal bay.

Interesting buildings can be built with unusual items from the junk box. Midwest City City Hall was constructed from used razor blade holders. IBM cards punched 12-12 (all possible holes punched for testing card readers) were used for window dressing. The base was constructed with Plastruct I-beams and clear plastic. The roof is a piece of sandpaper. A spacer and washer made up the roof vent. The base is a piece of pressed board, some grass, trees and shrubs.



You can see some cutouts and signs from decal sets on the backdrop. In the lower left corner a park monument was made from a block of wood, a piece of track, and a plastic locomotive.

So, dig into the junk box, hit the internet, or contact me for some of my leftovers.

CANCELLED

TECO Train Show

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 Hourly Door Prizes * "How To" Clinics
 Kids Scavenger Hunt
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June 17 & 18
 Sat 9-5 * Sun 10-2

The June 17-18, 2017 TECO show has been cancelled-postponed. Please see "Joe's Railroad Notes" column on Page #3.

\$6 per person * \$9 family of 2 or more
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TECO #29 PHOTOS

By Michael Murdock — April 29-30, 2017



Vendors' Area.



Youth In Model Railroading's HO-scale modules.



Gordon Preller's detailed N-scale layout.



The Pikes Peak Division Module Group's HO-scale layout.



Pikes Peak 'N' Gineers N-scale modular layout.



One of two module setups by Slim Rail.



Pikes Peak & Southern HO-scale module layout.



Wade running the switching layout puzzle.

MURDOCK'S SIDING

By Michael Murdock, Editor of *The Milepost*.

Welcome to the June issue of *The Milepost*! We had a lot of back-logged articles, so this issue should get us nearly caught up. I hope you enjoy it. My wife, Susan, also helped out with some of the layout and design duties as well — thank you Susan!

Back on Saturday, May 27th, 2017, I happened to be just north of Palmer Lake, Colorado. It was during that trip that I photographed the cover of this issue. If one visits Palmer Lake at just the right time, one can see quite a bit of railroading activity in the area [please see Joe Costa's *Joe's Railroad Notes*, on Page #3, for more railroading in this area of Colorado]. Just after I snapped the cover photograph, as I was walking back to my car, my wife pointed that there was a second train heading north — as shown in this photograph:



A minute later and a northbound train appears.

Another interesting item, on the closest train, were some of the open-top hopper cars. The entire train was made up of a combination of hopper cars with the following reporting marks: TILX and AMTX. I saw the AMTX and wondered to myself, "Could that be Amtrak? Might they be leasing hopper cars?" Hmmmm, I don't think so, but the AMTX call-letters are interesting. I was able to look up the reporting marks and found that AMTX is owned by TUCO, Inc. A company that deals with coal in Amarillo, Texas — not Amtrak. I then looked up the TILX reporting marks and found that is owned by Trinity Industries Leasing.



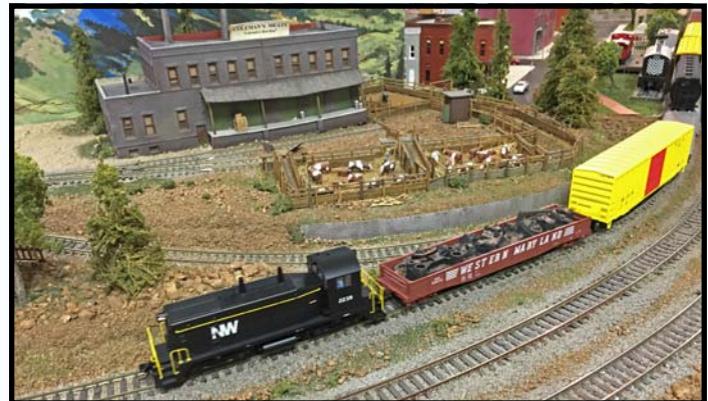
AMTX and TILX hopper cars near Palmer Lake, Colorado.

PPD SWAP MEET

By Michael Murdock — May 13th, 2017



PPD module group layout.



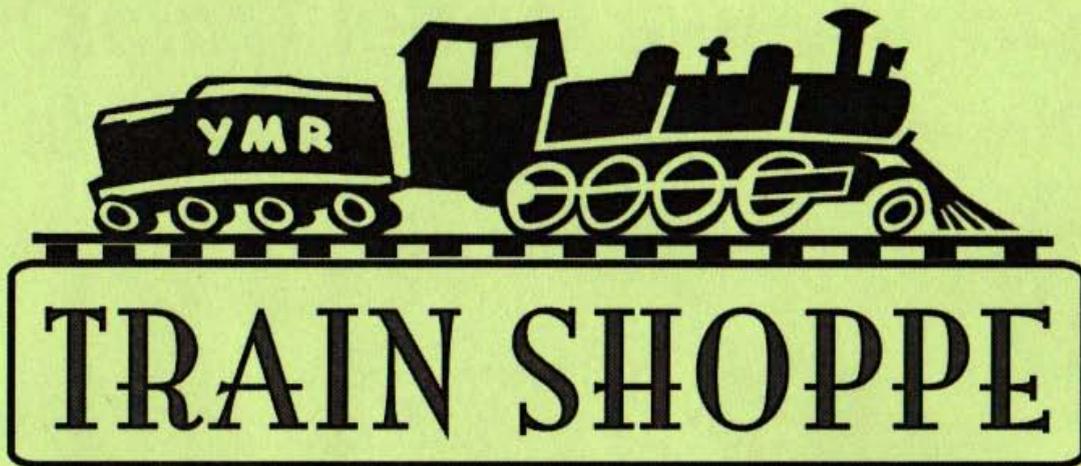
Freight train rounding a curve.



Charles working on a locomotive.

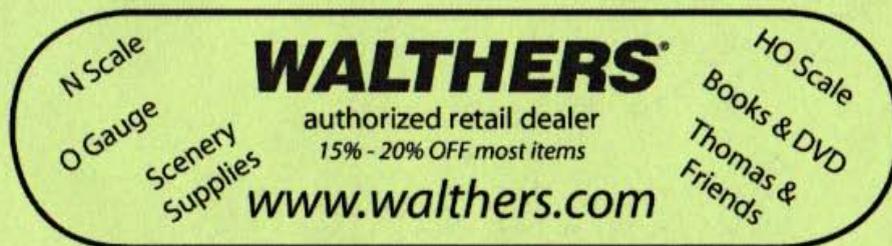


Thomas even made an appearance — a big hit with the kids.



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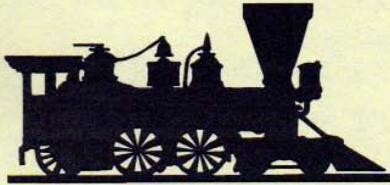
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Set-up Times: Friday, July 14...11:00 am – 7:00 pm and Saturday, July 16...7:00 am – 9:00 am

Show Times: Saturday, July 15 .. 9:00 am – 3:00 pm (Convention Registered LOTS Members shop exclusively from 9:00 am – 10:00 am)

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Grand Total Due: _____

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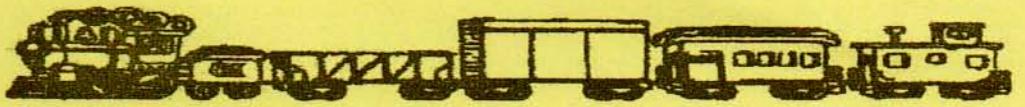
Credit Card Number: _____ Exp Date: _____ CVV: _____

By my signature, I authorize LOTS to charge to total amount due. Signature: _____ Date: _____

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