



The

Milepost

Volume 43, Number 5 — May 2023

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



NEXT MEETING:

Friday, May 12th, 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)

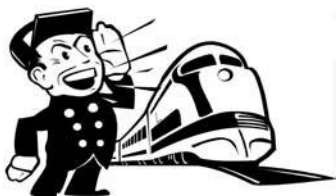
NMRA-PPD monthly meeting

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

December 8th, 2023 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 43, Number 5, May 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, May 12

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:

- 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

The cool thing about being the editor is I get to read the articles before anyone else, but that has a downside too. I was going to write about train derailments because we've heard and seen quite a few in the past months. As you will see later in the newsletter Joe has done that! The environmental disaster caused by the Norfolk Southern derailment on February 3, 2023, where 38 of 149 cars left the tracks in East Palestine, OH. Five cars were carrying vinyl chloride, a hazardous material, which ended up catching fire after holes were put into the cars to prevent an even bigger disaster if the pressure had not been released. While much has been said about the environmental problems that resulted, little has been focused on the cause. There were several sensors on the track that indicated the temperature of one of the bearings that ultimately failed was raising. However, the temperatures reported were below that which would have required the train to be stopped. When the temperature had risen above the stopping threshold it was too late as that car derailed. To see more about this check out these YouTube videos https://www.youtube.com/watch?v=EivIR-L_2hM and <https://www.youtube.com/watch?v=uPno1IVTkFY>

A while ago I had built several center beam flatcars which I wrote an article about. Those cars needed some form of detailed graphics. I am a great fan of dry transfers and not wet decals, as I had enjoyed having a Canadian firm, CDS produced high quality CN and CP sets of transfers. Unfortunately like many ma and pa model railroad firms when the principals decide to retire the products either no longer get produced or the firm changes hands and well the stuff isn't the same any longer. There are a couple of retailers that still have a few sets available. In fact, when Caboose Hobbies was still around, they carried some, but they are gone and so too the CDS dry transfers. In my typical search for something I came across a firm in Montreal that advertised custom dry transfers. After multiple emails I received a set that I had designed using Inkscape, an SVG graphics editor. In the set of dry transfers, I also included some lettering for CN gondolas. When I won a gondola at one of the Friday nights raffles, I figured I could convert it to CN. I had been given a couple of years ago a Revel gondola. So, now I had two gondolas to work on. Tony does a great job of detailing, so I mimicked his efforts on the Revel gondola, stripped both and painted them a red oxide consistent with CN and applied my new dry transfers. The results are shown below, Tony's on the left and Revel on the right. The dry transfers have a significantly heavier backing than the CDS ones I had used in the past. The white material has excellent adherence to the paint, but as the backing is heavy it doesn't tend to bend very easily on the contours of the ribs and other parts. They work very well on flat surfaces. Overall, I am quite pleased with the results. If you are interested in using dry transfers let me know.



The center beam flatcar needed warning graphics. The detail is quite sharp but as I mentioned working over ribs wasn't the easiest.

Hope to see you all at Friday's gathering.

David

Conductor's Corner

The main items I want to mention here:

1. Meeting night is Friday night - May 12th - 7:00 PM
2. Kristin & Charlotte have the program on: Trees-scrubs etc.
3. The contest is a diorama - bring whatever you have setting around somewhere.
4. We are still looking for a Layout Tour chairman. Reports from our other chairpersons will be asked.
5. Tony is starting a new "contest" where you re-work that model you were never too proud of.

The Pikemaster club had a set up on April 29th at the Library 21C near the Chapel hill Mall. Few of our members knew about it but attendance by the public was surprising as far as I was concerned. Their smaller set up went very well.

Wade Mountz
Superintendent

Show and Tell Rules

By Tony Pawlicki

This reminder note repeats the rules for our first Show And Tell session/contest at the May 2023 Pikes Peak Division NMRA meeting (last month's Milepost provided an example of salvaging a damaged caboose). These rules apply to the bi-monthly "**salvage and resurrection**" events. This event was announced a bit over a month in advance to give entrants enough time to prepare their entries (it being assumed that considerable effort would be needed to raise these models from near-dead).

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 the 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.

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.

Drawing Prizes Preview

By Tony Pawlicki

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

LCIX 30023, HO scale 62-foot liquid carbon dioxide tank car. Athearn model. Gift of Alan Hutchins.
Features:

- As received:
 - One Kadee #5 coupler, one plastic sprung coupler.

- Plastic wheelsets.
- NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Added goodies:
 - Replaced plastic sprung coupler with Kadee #5.
 - Cut levers and associated brackets.
 - Replaced plastic wheelsets with weathered 36" Kadee wheelsets with shined treads.
 - Weathered trucks.
 - Toughened coupler pocket with 1-72 brass screw (Athearn coupler pocket plastic covers integral to center sill tend to sag).
 - Checked coupler heights – OK as-is.



PSPX 9213, HO scale 40-foot Phillips 66 tank car. Athearn model. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Plastic wheelsets.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Added goodies:
 - Weathered trucks.
 - Toughened coupler pocket with 1-72 brass screw (Athearn coupler pocket plastic covers integral to center sill tend to sag).
 - Replaced plastic wheelsets with weathered Kadee 33-inch wheelsets with shined treads (with usual coupler height check when replacing wheelsets or trucks – OK as-is).
 - Cut levers and associated brackets.



UELX 65021, TABOR GRAIN INC. 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.
 - Cast-on rooftop grab irons.
- Added goodies:
 - Weathered trucks.
 - Replaced plastic wheelsets with weathered Kadee 36-inch wheelsets with shined treads (with usual coupler height check when replacing wheelsets or trucks; OK as-is with existing Kadee washer shim).
 - 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.



SFRD 36582 (an ATSF series of reefers), HO scale 40-foot iced reefer model. Athearn model. Gift of Alan Hutchins.

Features:

- As received:
 - One Kadee #5 coupler, one X2F coupler (perhaps this was a transition car, allowing a consist with a mix of all-X2F and all Kadee coupler-equipped rolling stock).
 - Metal wheelsets.
 - Missing one roof hatch latch; 3 latches loose in box, none installed.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
 - One missing under-door stirrup step.
- Added goodies:
 - Installed 3 roof hatch latches (required drilling-out existing too-small mounting holes in the hinges; the lesson here is to not be afraid to modify a kit to allow correct assembly; sometimes more is needed than just removing casting flash: the situation here is consistent with the original owner breaking one latch while trying to install it, then in frustration giving up on latch installation entirely).
 - Weathered trucks and wheelsets.
 - Replaced X2F coupler with Kadee #5.

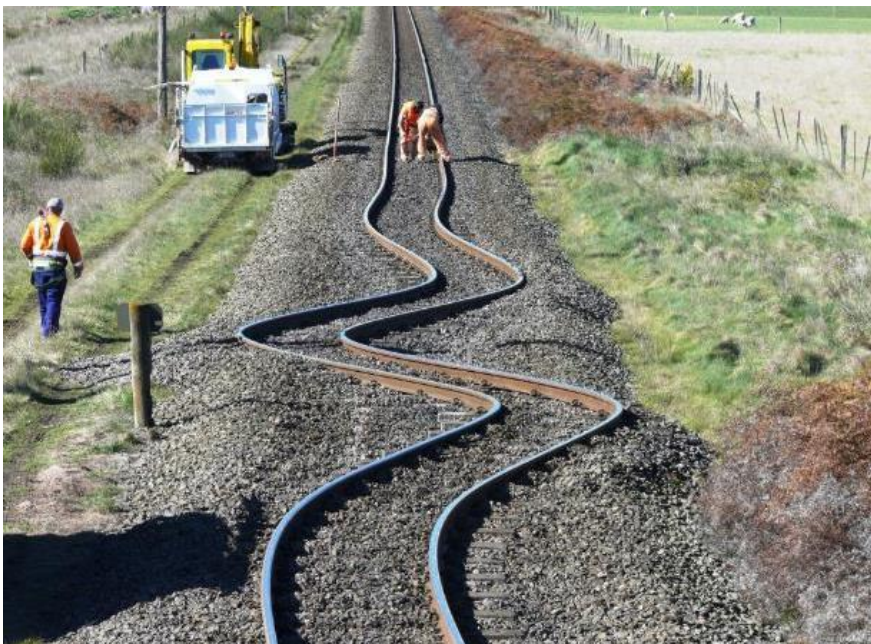
- Toughened coupler pocket with 1-72 brass screw (Athearn metal coupler pocket covers tend to pop off at the worst times).
- Coupler heights adjusted; major shimming needed.
- Added cut levers and brackets.
- Replaced missing under-door stirrup step (thickened side sill with styrene strip to support drilling holes into edge of sill for insertion of A-Line Style A formed brass stirrup step).
- Room for further upgrades:
 - Replace missing roof hatch latch (unfortunately, I had none in my miscellaneous small parts drawer; in preparation, I drilled out the undersized mounting holes).
 - Paint shiny steel underbody weight flat black.



May Wavy Rails

By Joe Costa

Earthquakes in New Zealand made these wavy rails:



Derailment in Central Maine



Officials said the train derailed north of Rockwood, a village in Somerset County that borders Moosehead Lake, in Maine.

Jackman-Moose Fire Chief/Somerset County

CNN —

The train cars that derailed near a village in central Maine Saturday and caused a large fire were not carrying hazardous materials, officials said, adding there was no threat to public safety.

Officials say the derailed freight train cars were carrying lumber and wiring. Other carts were carrying hazardous materials but were unaffected by the derailment and the fire, a spokesperson for the Canadian Pacific Kansas City rail network said.

Officials said the derailment likely was caused by a washout of ice and debris on the tracks.

The Rockwood Fire and Rescue Department said the train derailed north of Rockwood, a village in Somerset County that borders Moosehead Lake – the largest body of fresh water in the state.

Officials at the scene assessed the derailment and said the “hazardous materials are not at risk of leaking and are not at risk of catching fire,” Maine Department of Agriculture, Conservation and Forestry spokesperson Jim Britt said in a statement.

I like the way “freight” was misspelled as “fright”. Notice in this derailment, a washout of water and ice was responsible.

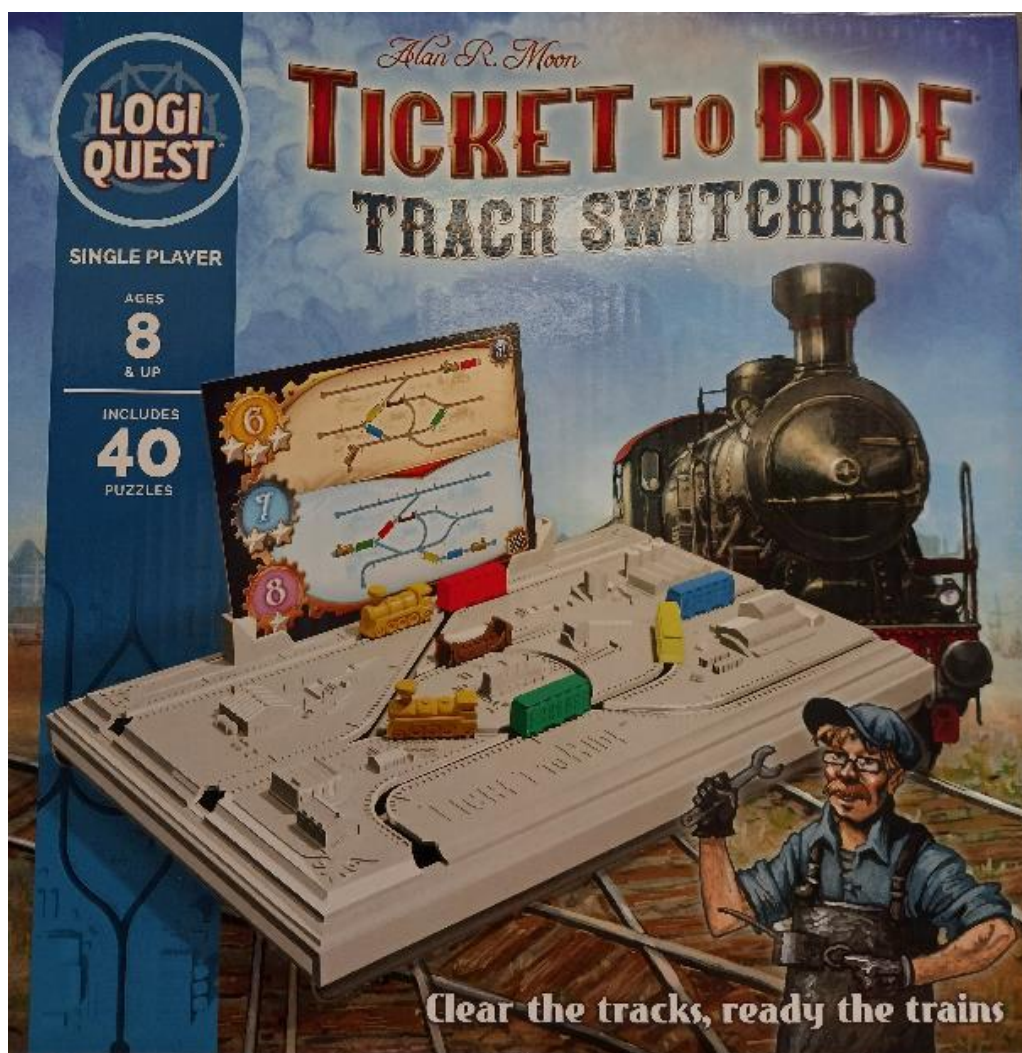
10 or so years ago the White Pass & Yukon Railroad had a very impressive derailment:

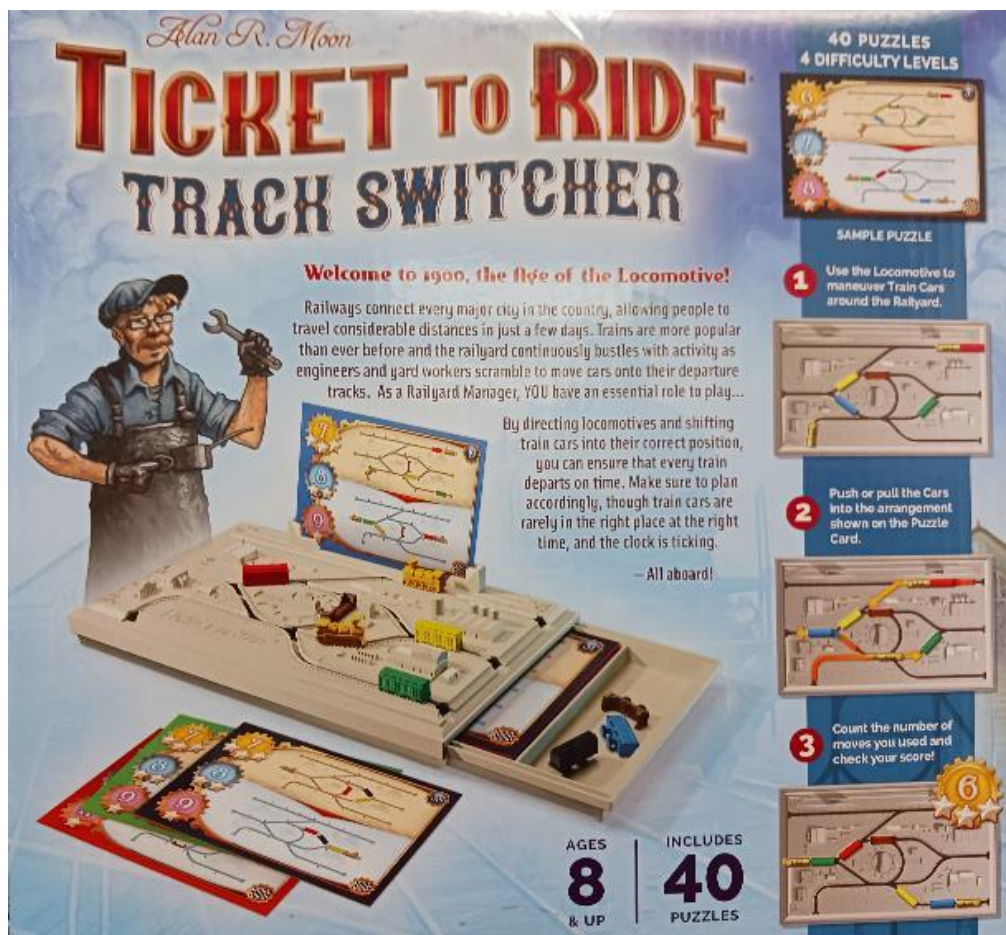
19 folks were injured --- a bad switch was to blame.



Wade's Masterpiece Rendered Obsolete?

After running out of cities and continents, Alan Moon took on the ultimate challenge:





For more info:

<https://www.daysofwonder.com/tickettoride/en/track-switcher/>

When Trains Derail...

BTW, in the US today a train derails 1100 times a year — most events are minor.

In East Palestine, Ohio they get toxic fumes. In Paradise, Montana they get Coors Light and Blue Moon.



Nuclear Armageddon on Rails --- an idea entertained during the Cold War

<https://www.youtube.com/watch?v=mlRf6rkMzv0>

US train:



Imagine if every blue arrow was a missile train ...



Russian train scale models:



Russian train



Missile launched!



https://www.youtube.com/watch?v=rd4PV_GzDZc

Actually, Putin just ordered the return of missile trains in Russia:



China does not want to be left behind:



Looks like a rip-off of the Russian train.

Even toy missile trains are available:



On a related note, back in the USA, the Amarillo Railroad Museum has cars from the "White Train" that delivered nuclear weapons around the country.



Needless to say, no one talks much about nuclear waste or materials that move around the country.



Only in Museums

Genesee & Wyoming is a company that owns a collection of short lines across the US. Their engines share a common color scheme, and they all have Operation Lifesaver signs on them. In addition, you see a wig wag device above the crossbucks (which had an ENS Blue Sign under it).



Colorado Railroad Museum has our last wig wag:



Up to a few years ago a few were in active service.

Scale wigwags are available for model railroaders:



Dangerous Shortcuts

https://www.propublica.org/article/trains-crossing-blocked-kids-norfolk-southern?utm_source=sailthru&utm_medium=email&utm_campaign=majorinvestigations&utm_content=feature



It is unlawful in Illinois for a railroad to permit any train, railroad car or engine to obstruct public travel at a highway-rail grade crossing for a period in excess of ten minutes, except where the train is continuously moving or cannot be moved due to circumstances beyond the railroad's control.

On three separate occasions during the fall and winter, reporters witnessed Norfolk Southern trains blocking intersections leading to an elementary, a middle and a high school for four, six and seven hours. ProPublica and Investigate TV showed footage of kids making the crossing, including an elementary student crawling under a train, to representatives of Norfolk Southern, lawmakers and Secretary of Transportation Pete Buttigieg, whose remit includes rail safety.

He was shocked.

"Nobody," Buttigieg said, "can look at a video with a child having to climb over or under a railroad car to get to school and think that everything is OK."

The video also stunned state officials who had long known about the problem. "That takes my breath away," said Indiana state Rep. Carolyn Jackson, who represents the Hammond area and has filed a bill attempting to address blocked crossings every session for the past five years. None has ever gotten a hearing. "I hope that they will do something about it and we won't have to wait until a parent has to bury their child."

The blocked crossing problem is perennial, especially in cities like Hammond that are near large train yards. But in the era of precision scheduled railroading, a management philosophy that leans heavily on running longer trains, residents, first responders, rail workers and government leaders told ProPublica it is getting worse as trains stretch farther across more intersections and crossings. "The length of the long trains is 100% the cause of what's going on across the country right now," said Randy Fannon, general chairman of the Brotherhood of Locomotive Engineers and Trainmen. "No engineer wants to block a crossing."

The Federal Railroad Administration, the agency that regulates rail safety, started a [public database](#) in late 2019 for complaints about blocked crossings and fielded more than 28,000 reports of stopped trains last year alone. Among them were thousands of dispatches from 44 states about pedestrians, including kids, crossing trains.

A rail administration spokesperson said the agency shares the data monthly with companies. "When railroads fail to act quickly," and if a crossing is reported as blocked three days in a calendar month, officials will contact a company to determine the cause and try to work out solutions, Warren Flatau said. "We are receiving various levels of cooperation ... and welcome more consistent engagement." Read more about what the agency says it is doing [here](#).

Buttigieg said that this spring or summer, he expects to announce the first grants in a new U.S. Department of Transportation program designed to help alleviate blocked crossings. The federal government is putting \$3 billion into the program over five years.

<https://www.fra.dot.gov/blockedcrossings/>

In 1887, Congress passed the Interstate Commerce Act, making the railroads the **first industry subject to federal regulation**. Legislators designed the law, which established a five-member enforcement board known as the [Interstate Commerce Commission](#), largely in response to public demand that the railroads' conduct should be constrained.

Cities can get grants to get funding to separate or improve grade crossings:

<https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/competitive-discretionary-grant-programs>

Plug for Train Safety at Norfolk & Southern's Elkhart Yard:



Light Rail Deadly Collision

<https://www.youtube.com/watch?v=FrkQJep4mWI>

View from the LRV cab:



The horizontal bar means STOP while vertical bar means go.

It does not help when the car is racing the yellow light.



Minneapolis again, car going through yellow light with similar result:



The LRV on the right pushed the car towards the other LRV which was stopped on the left.

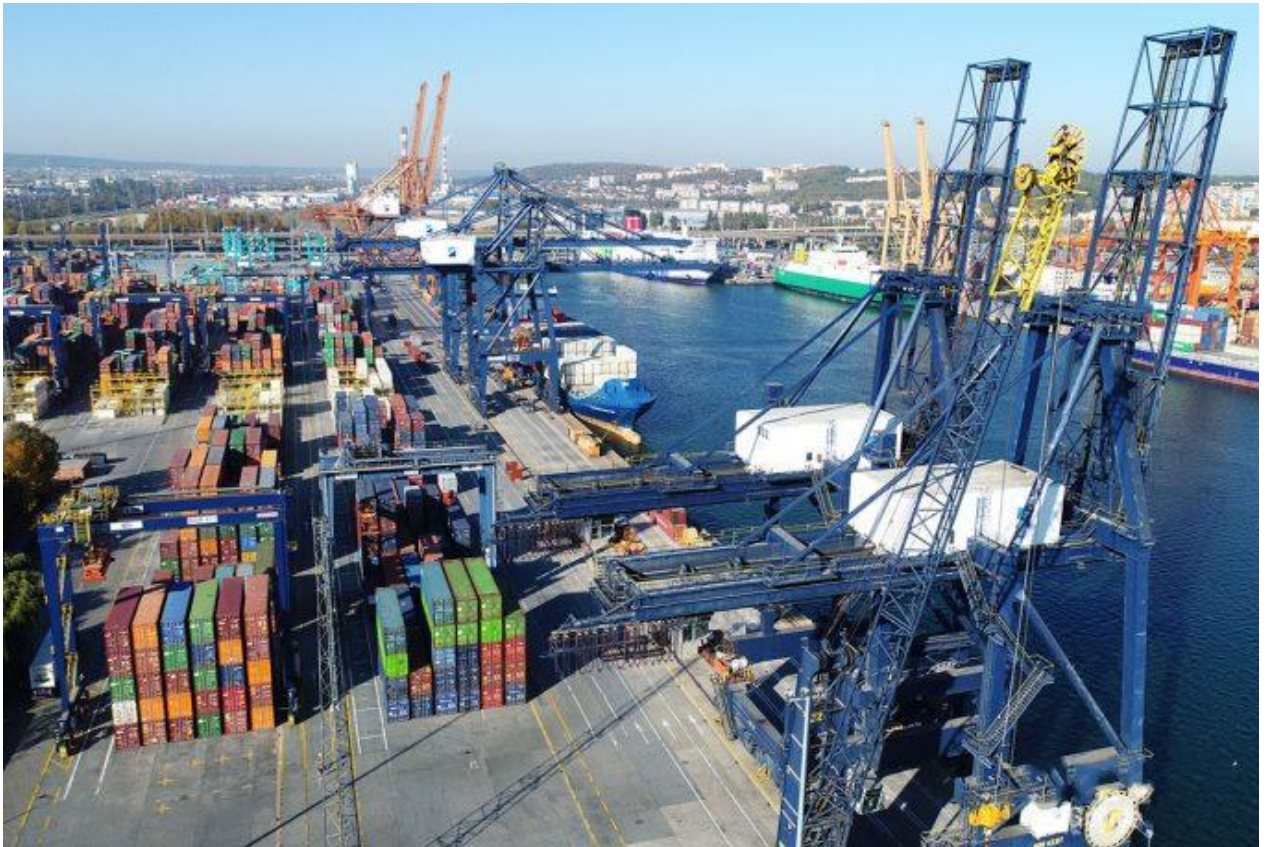
<https://www.youtube.com/watch?v=9SnQhh8nuZg>

Rail Line from Ukraine to Moldova Opens Up after 25 Years:



Moldova is a breakaway republic between Ukraine and Romania which connects to the rest of Europe.

The train would be headed to the port of Constanta.



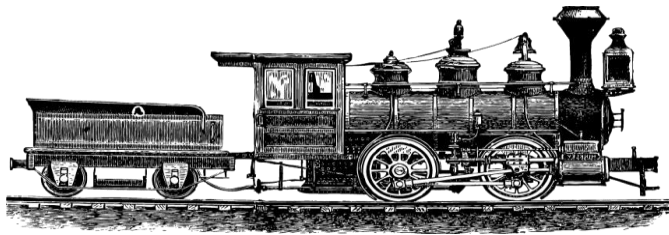
Unrelated commuter train on way to Willoughby:



Moldova's Eurovision 'Train' Song Speeds Off Track Over Unification Reference:



The folk-punk band behind Moldova's Eurovision entry may have bitten off more than it can choo-choo. Zdod si Zdud's (ZsZ) song about a train route across Moldova's shared border with Romania is the third time it's represented its impoverished post-Soviet homeland in Europe's gaudiest musical.



Notes from The Siding

By John Emmot

It's gonna be a hectic weekend as there will bunco at our house on Monday, so this is cleaning time :>(. Better try for a headstart on this. Spring is springing and the weather says it's time to get back to working at Calhan. The second door in the wood caboose has been complete for some time. We need to get it on hinges and in the hole. The only problem is we must resize the hole to mount it in. I can take my portable table saw to the job, but we need help to make the pieces and install them. Are there any carpenters in the audience? Just askin'. We have the perimeter of the depot roof 'fixed'. We need to finish getting ready to put shingles on the rest of it. We would really like to get that done before winter this year.

The C21 library had an open house for their Maker facilities (laser cutters, 3-D printers, sewing machines, hand tools) a couple of weeks ago. There were crafters of all kinds showing their skills. The PikeMasters club had a few of their Free-mo modules set up for the event. Elizabeth had a couple of tables with a display of different scale model trains and a table of flyers for local model clubs. Lots of folks picked up ads and became aware of the model railroad groups in town.

This meeting is the first of the 'extra' contests or show and tell. Tony outlined the idea in last month's Milepost. Hopefully some of us have been working on something. I have lots of accidents, just need to decide which one. I believe it will be the current caboose that I was working on for the last meeting. Building a Moffat car out of an MDC kit and fabricating the correct pieces where I need them. I may have another in the works. I bit the bullet and purchased a BLI Paragon 4 Consolidation with ALL the bells and whistles (literally) and everything else too. My hope is that I can make it into a close enough Moffat Consolidation. That will generally entail removing and rearranging a lot of stuff and finding or making a new cylinder block with slide valves to fit. I was pleasantly surprised that I was able to find an 'exploded' view of the assembly online. That should make disassembly easier. The mechanism and sound should be outstanding if I can pull it off. It will be an expensive lesson if I can't.

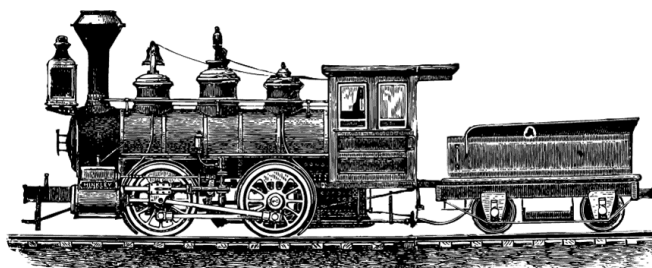
I had a surprise this week. Some of you may remember Bob Binder who was an active member of the PPD a few years ago. They moved to the west coast and are now in Arizona where he is a member of the Arizona Model Railroading Society. Someone donated a bunch of old train magazines to the organization. Bob found a 1941 item on Dave Moffat and his railroad, and he thought of me. It's in the mail. It's good to have friends in far places.

I saw in the email that Roy got another layout for the store, but I couldn't go up. I will have to go check it out and deliver some items for an RMRHS display.

I talked to Jerry Hansz this week. He doesn't leave the house much anymore except to go to Doctor appointments. It's good to have short conversations with friends at 719-390-4106.

My time has nearly expired. I gotta get this to Dave before long. Much cleaning and rearranging has been accomplished. The granddaughter delivered the cupcakes this afternoon. Just the final touches for tomorrow. The Rockies even won on the TV in the background :>).

Take care. I hope to see a lot of people 'round the roundhouse this week.



March 2023 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Wade Mountz at 7:00 in the community room of the Sand Creek Police Station. There were 18 members present.

Secretary Report

The minutes of the March 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 March. Income included the checks received at the last meeting. Expenses included a payment for

60 new tri-fold brochures. The statement was accepted as submitted. While he was up, Tony also discussed the 'extra' contest for next month.

Wade asked about some members' conditions. Bill related that both Alan and Beth Hutchins have diabetes and don't get out anymore. Alan likes telephone calls. John said that Jerry Hansz is at home now. He doesn't get out much either.

Chairperson Reports

Jack passed out the certificates for the February and March contest winners.

Mike Maline said that the PikeMasters had about 130 feet of Free-Mo modules at the TCA show in Denver. Most of their members and one guest brought modules and trains to run.

Wade praised the size and scope of the recent TCA show and hoped that everyone had a chance to see it.

John brought up the trip to the Colorado Railroad Museum in Golden. After some discussion, it was decided to try for a Wednesday or mid-weekday in June. He will coordinate with Dusty to pick a day.

Elizabeth said the TECO board had visited the torn-up parking lot at the CS Event Center to scout the September swap meet. The lot is being reconfigured, but is expected to be complete by July.

Elizabeth said she had not yet picked a date for the Division picnic. It is expected to follow the format of previous events.

Kristin said she had been in contact with the church for the PPD swap meet. They thought there were 35 or more tables available. We might need a few more. We expect the church ladies will provide lunch as before. The date should be December 2nd, 2023, as was voted on at the last meeting.

Mark said that the "Chuggy" train in the St Patrick's Day Parade in downtown Colorado Springs won a prize. Wade said the new trifold flyer the Division was ready and available as needed. He will make a digital copy available to Dave to put in the MilePost.

Joe expanded his discussion of the Jones Act from the Milepost.

After a short refreshment break, Wade congratulated Bill Lugg on his recent marriage.

Program

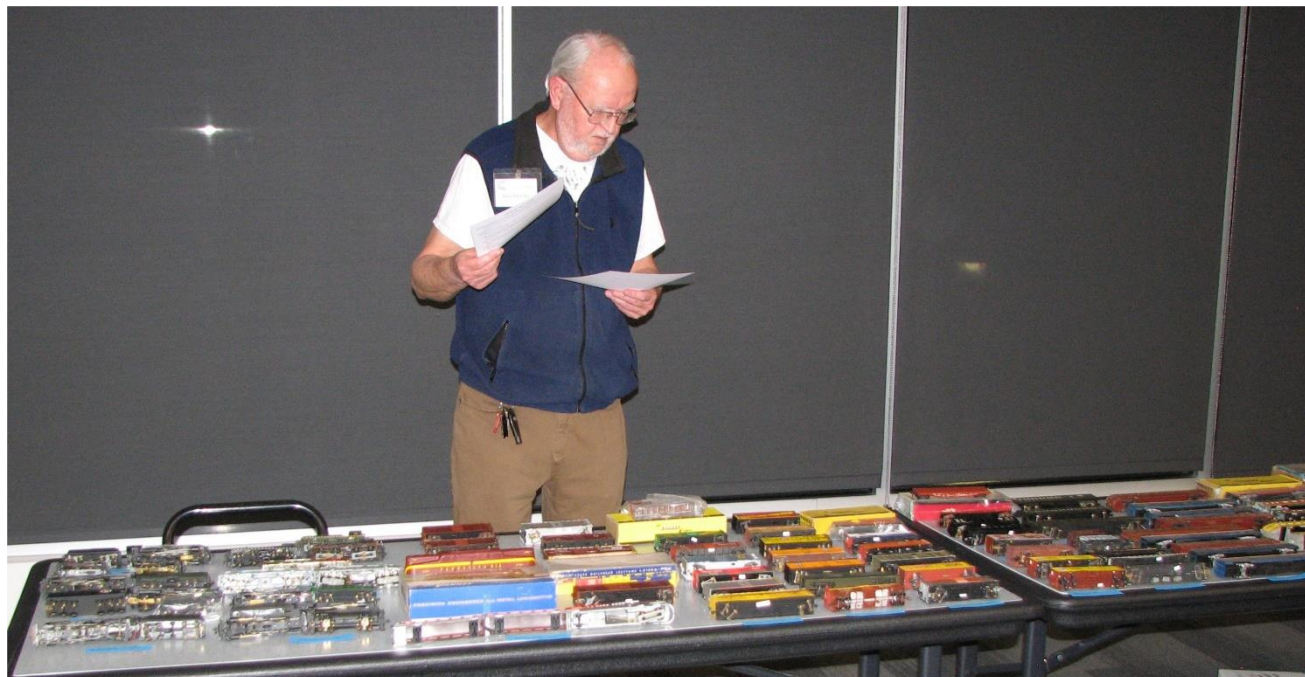
Ken Rambo had a large display of vintage Varney model railroad equipment. He discussed his introduction to model railroading in 1959 and his lifelong involvement in the hobby. He talked about his participation as a major model vendor while living in California and his development as an expert on the Varney model line. He outlined his vast personal collection of vintage HO equipment.

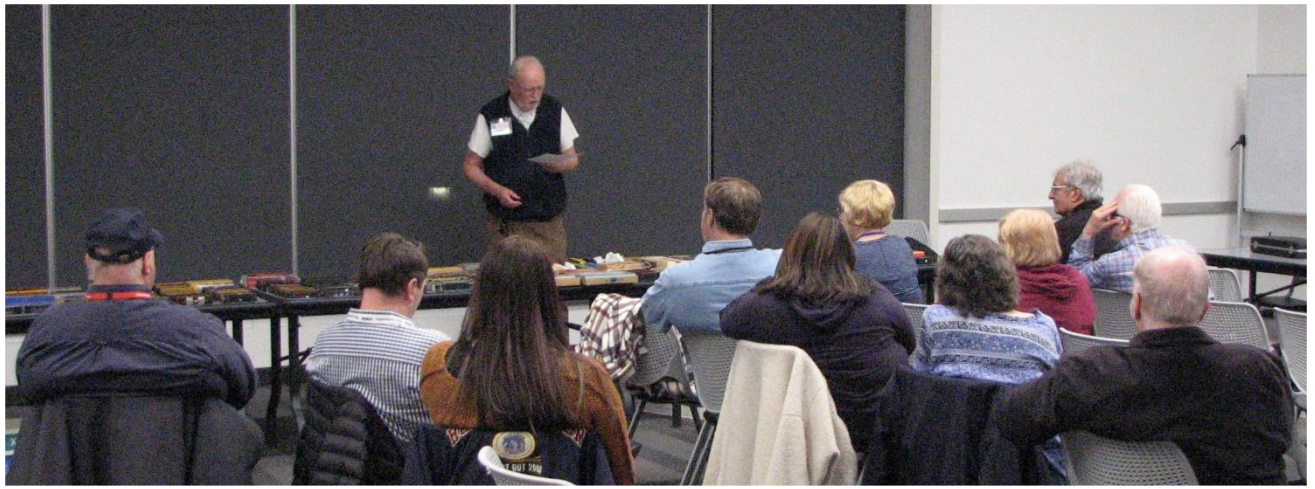
Contest

There were a record number of entries in the April Fool contest. First to Joe & Kristin, second to Mark and third to John.

The monthly drawing was held with four items from Alan's collection.

The meeting was adjourned at 8:50.







Pikes Peak “N”Gineers Model Railroad Club

By Mike Peck
Superintendent's Corner



Rocky Mountain Train Show sales table.

Here it is May and summer is just around the corner. Now it's time to start catching up on all those yard projects now that it's nice enough to work outside. Yeah! Right!!

The club has one T-TRAK set up for May at the Village at Skyline. Work is progressing on the new T-TRAK trailer. Next big project is emptying out the old trailer and getting it ready to sell. I'll be asking for help when we get to that point.

I'll be setting up a few clinics on track work, which will be held in the club room on the main layout, be looking for these dates and times.



Anti-skid paint job.



Steve painting the ramp spacer.

Rocky Mountain Train Show – TCA

For our first time to do both sales and layout set-up we did well with just 5 people. In the future I'll be asking for at least 7 people to do both sales and layout. The layout was set up in the very back room with the live steam display and several other layouts. Made unloading and loading easy.

Sales tables were in the second room with all kinds of vendors. I got to see a few of the TECO vendors but missed a lot of others. There was even a vendor there selling Buddy "L" products, mostly reproductions. My hip was bothering me so doing a lot of walking was out for me that weekend. Didn't get to take as many photos as I liked. Was a great show overall.

Rocky Mountain Pace

The membership did a one day set up for the Rocky Mountain Pace organization. We talked to several of the patrons and answered all their questions and listened to their railroad stories. We broke for lunch, and they fed us very well. We may do this event again; it was a good time.



Colorado Springs Senior Center

The PPNG T-TRAKers spent a week set-up at the CSSC. Monday and Friday were the slowest days, but we were able to discuss some ideas for future set-ups. Getting to and from the Center proved to be a challenge due to all the road construction going on.

Earl loaned us his Raspberry PI to see how it worked. We still had issues with operators being kicked out of the program, so we traced the issue down to the Digi-Trak Zephyr. We'll be working on this issue before the next set-up.



Entrance to Senior Center.



Chris's group shot.



Set up at Senior Center

A Month of Train Wrecks



Alabama



Two locomotives and 55 cars were reportedly involved in this Union Pacific derailment today (March 27, 2023) near Kelso, Calif. San Bernardino County Fire Protection District, via Twitter

KELSO, Calif. — Two locomotives and 55 cars of a runaway Union Pacific train carrying iron ore derailed near the Mojave Desert community of Kelso today (Monday, March 27), officials from the San Bernardino County Fire Protection District reported.

California



CNN

At least 25 cars of a freight train derail in western Montana

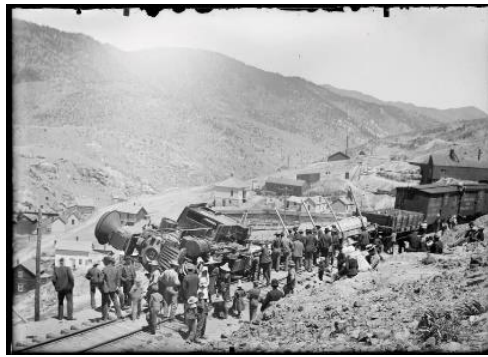
27 mins ago

Montana

4 train cars derail in La Junta; no chemicals spilled



La Junta



Black Hawk



Gravel hoppers from a Cincinnati Eastern train derailed Tuesday, April 4, in Sardinia, Ohio. Eastern Joint Fire and EMS District via Facebook.

Ohio

There were a few more. The railroads are now being scrutinized about their maintenance policies.

Other Train Photos sent to me by John Grier



AMTRAK's new color scheme



AMTRAK's new Venture coaches



New military equipment to replace the Humvee.



Russian armored trains make a comeback in Ukraine armed for 21st century warfare

Russian armored train

Editor's notes

Thanks to Chris and John for sending me all these neat photos, just hope the file goes through on the first try. I'm still looking for new photos and articles on trains, historical trains, and layout stories, so please send those to me as well.

The Lighter Rail

By Kristin Phillips

Having lived in various places in the South including Dalton, GA, near Chickamauga National Battlefield I learned a great deal about the Civil War in general and the battles at Chickamauga and Chattanooga in particular. The story of the Great Locomotive Chase has fascinated me for many years, and I thought it fitting to tell the story of a train "battle" to honor our veterans.

The Great Locomotive Chase

The Great Locomotive Chase (also known as Andrews' Raid or the Mitchel Raid) was a military raid that occurred April 12, 1862, in northern Georgia during the American Civil War. 22 volunteers from the Union Army and one civilian led by civilian scout James J. Andrews, commandeered a train, The General, and took it northward toward Chattanooga, Tennessee, doing as much damage as possible to the vital Western and Atlantic Railroad (W&A) line from Atlanta to Chattanooga as they went. They were pursued by Confederate forces at first on foot, and later on a succession of locomotives, including The Texas, for 87 miles. The train engineer of The Texas had been fooled into going on a siding south of the General on the single-track railroad, so the train ran tender-first to catch the The General. The General, running out of fuel, lost power and was captured 18 miles south of Chattanooga. The Raiders were quickly captured; six, including Andrews, were executed as spies, while six were captured and jailed. The rest were able to flee. The six jailed Raiders, Private Jacob Parrott, Private William Bensinger, Private Robert Buffum, Private Elihu H. Mason, Sergeant Samuel Robertson, and Corporal William Pittenger were released in a prisoner exchange and awarded the first Medals of Honor on March 25, 1863.

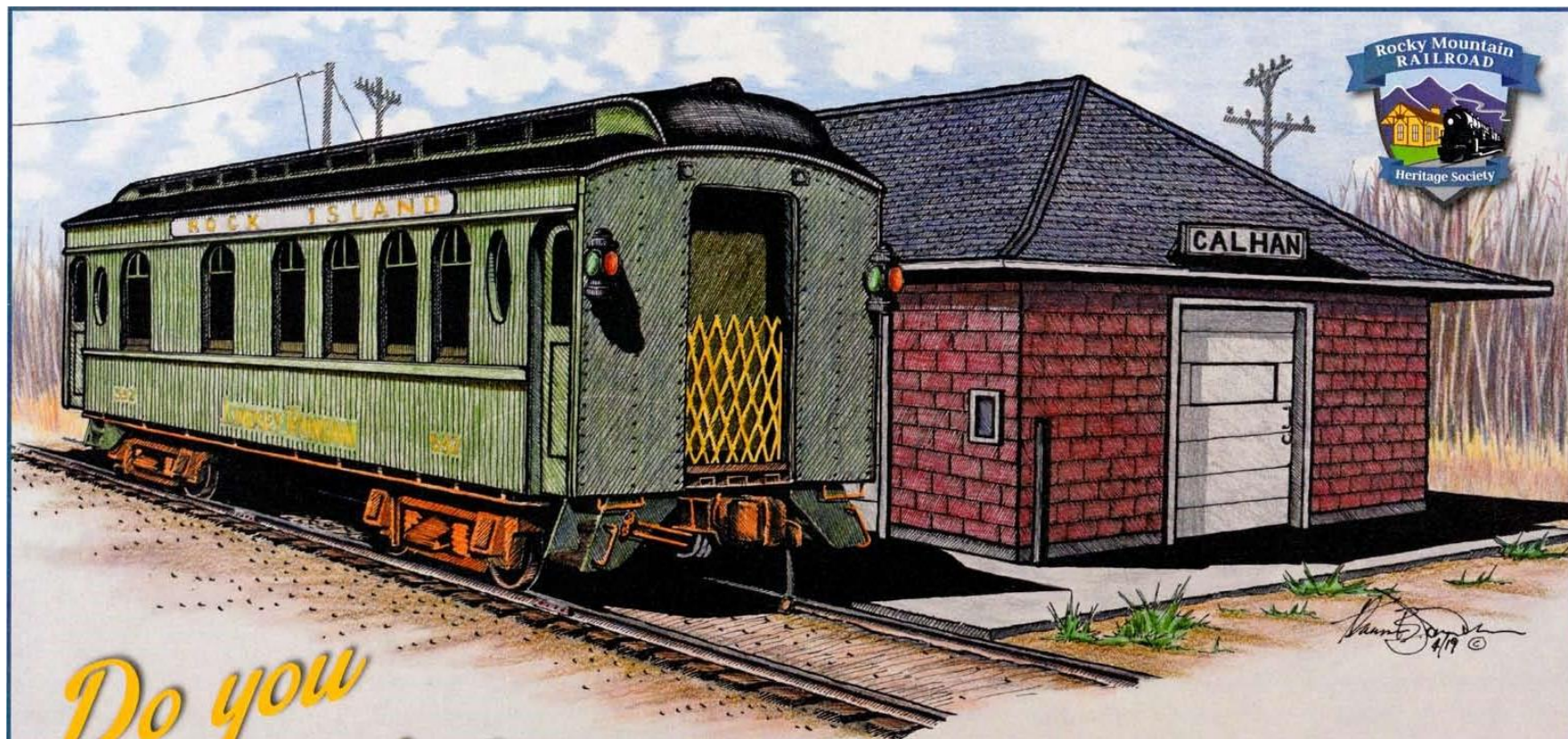
Chattanooga National Cemetery is the final resting place of James Andrew. Seven other Raiders, all recipients of the Medal of Honor, given for "conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty" are also buried there. A highlight of the cemetery is a memorial to Andrews Raiders with a replica of "The General," the locomotive they stole in Georgia.



Andrews' Raiders Monument and the graves of the Medal of Honor recipients who participated in the raid.

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