



The

Milepost

Volume 41, Number 10 – October 2021

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Thursday, October 9th, 2021 at 7:00 PM

Classic Homes Corporate Office 2138 Flying Horse Club Drive

(See Map Inside)

Colorado Springs, Colorado

Calendar of Events

January 8th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

February 12th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

March 12th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

April 9th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

May 14th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

June 11th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

July 9th, 2021 (Friday)

NMRA-PPD monthly meeting.

August 13th, 2021 (Friday)

NMRA-PPD monthly meeting.

September 9th, 2021 (Thursday)

NMRA-PPD monthly meeting.

Contest: Freight cars

Program: {to be determined}

October 8th, 2021 (Friday)

NMRA-PPD monthly meeting.

Contest: RR Structures

Program: {to be determined}

November 12th, 2021 (Friday)

NMRA-PPD monthly meeting.

Contest: Anything Xmas RR

Program: {to be determined}

December 12th, 2021 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party

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The Milepost, Volume 41, Number 10, October 2021, 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 Classic Homes Corporate Office, 2138 Flying Horse Club Drive, Colorado Springs, 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.

Editor's Thoughts

Friday I was tinkering, actually wrestling, with some of my software, which has been quite frustrating due to complex dependencies of open-source packages but that's probably not that interesting to most of you, but all of a sudden it dawned me October is here and I've got a Milepost to assemble. Fortunately, there are several regular contributors so assembling the newsletter isn't rocket science. However, compiling my thoughts and presenting them requires some effort. Like most of you, I'm guessing I've got many projects in various states of completeness, most of which are not in a state I'd be able to show. As a retired person I figured I'd get a lot more done on my railroad empire. But alas it seems the clock stops for no one and there are plenty of things for me to accomplish, like fixing my sprinkler system... maybe next month I'll have something to write about!

One of my responsibilities saw me visiting Laramie WY. While I was busy for most of the weekend there, we took a little time and drove around including a visit to a train museum, which unfortunately was closed. The park adjacent to the museum has a small consist of a snowplow, 2-8-0 locomotive and tender, a work crew bunk car, and a caboose. Directly behind the museum is the Union Pacific mainline I'm sure the Big Boy has thundered on.



The Kansas City Southern saga continues but it appears that Canadian Pacific may be the winner. As I mentioned in the last Milepost CP raised its bid to \$31 billion. KSC indicated on September 12 that the CP offer was superior to a bid from Canadian National. While CN offered \$33.7 billion their offer hit a significant regulatory challenge so KSC returned to CP. Consummating the deal will probably take some time as multiple parties need to approve the deal including shareholders of both railways, the Surface Transportation Board and Mexican authorities.

David

PS HAL is alive and well!

October Superintendent Notes

October "Wavy Rails"



Next Meeting on Friday, October 9

Part of what we do at our normal division meetings is to have a drawing, show and tell, and a presentation.

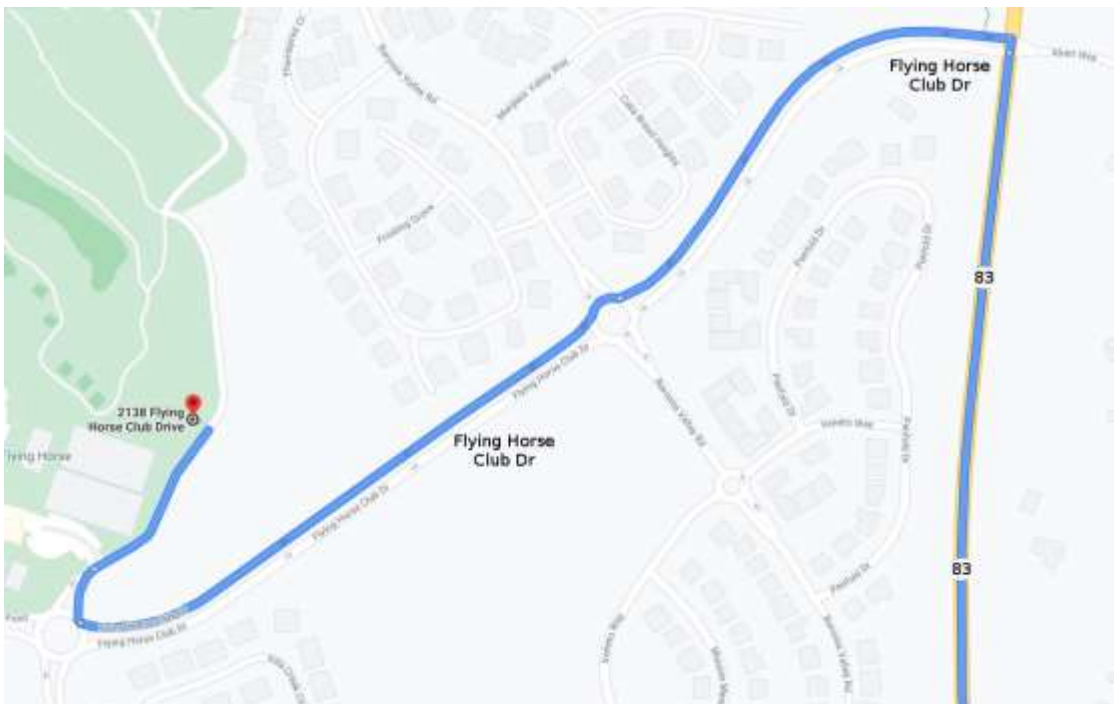
Thanks to Mark, we are having another in-person meeting this month at:

Classic Homes Corporate Office Address: 2138 Flying Horse Club Drive, Colorado Springs, CO 80921

Directions

- Take I-25, Voyager Pkwy, or Powers Blvd, North to Interquest Parkway. Turn right and proceed East.
- Interquest Parkway will then become Hwy 83. Turn left on Flying Horse Club Drive.
- At the 1st round-about proceed straight, by taking the 2nd exit. At the 2nd round-about turn right, by taking the first right turn. This will lead you directly to the Classic Homes parking lot.

If you get lost or have questions, please call Mark Fuerstenberger on his cell phone. (719) 491-1291





During the month I like to work on my notes. Well somehow, after working on October and making an incremental change, I found that the rest of the document mysteriously disappeared after saving. No back up of course. My pictures were all saved and I have recovered. But I suspect my computer was trying to tell me something.

Changing of the Guard

Say hello (or hopefully, goodbye) to James Vadeboncoeur's little alien invaders. What they lacked in size they made up in quantity. In theory, they will be around until the first frost. Oh, joy.



First of all, I want to take full responsibility for my miscommunications regarding the cancellation of our picnic on September 18 due to a severe insect infestation. Looking back, I could have handled the situation much better.

Even before this, I felt it was time to pass the superintendent's torch to another member.

I plan to serve out my term until year-end and plan on continuing to participate in the Division after that.

I will have surveyed the current officers before the October meeting to see what their interests are and solicit nominations at the meeting. Since the November meeting will be a pro forma one in the Mall Event Center during TECO Show setup, Mark will be running that one -- Kristin and I will be on a plane to Athens at that time.

The nominating committee is everyone listed on the front page of the Milepost (officers plus editor).

Per the bylaws as posted on the ppdnmra.com website:

Nominations for Superintendent, Assistant Superintendent, Secretary, and Treasurer made by the Nominating Committee shall be accepted during the November regular meeting. Nominations will be accepted from the floor and verified by the Election Committee. Election of Officers will be held during the business meeting held in December. These elections shall be conducted by secret ballot unless no opposition exists for any of the four positions. All successful candidates shall take office on January 1st following their election.

Should we not have a quorum of twelve members at the November meeting, I see no reason the process could not be delayed until January.

I plan on continuing to submit a column called "Wavy Rail".

We will continue to work on certificates and badges and such.

If everyone else wimps out, I will ride in on my white horse but it won't be pretty:



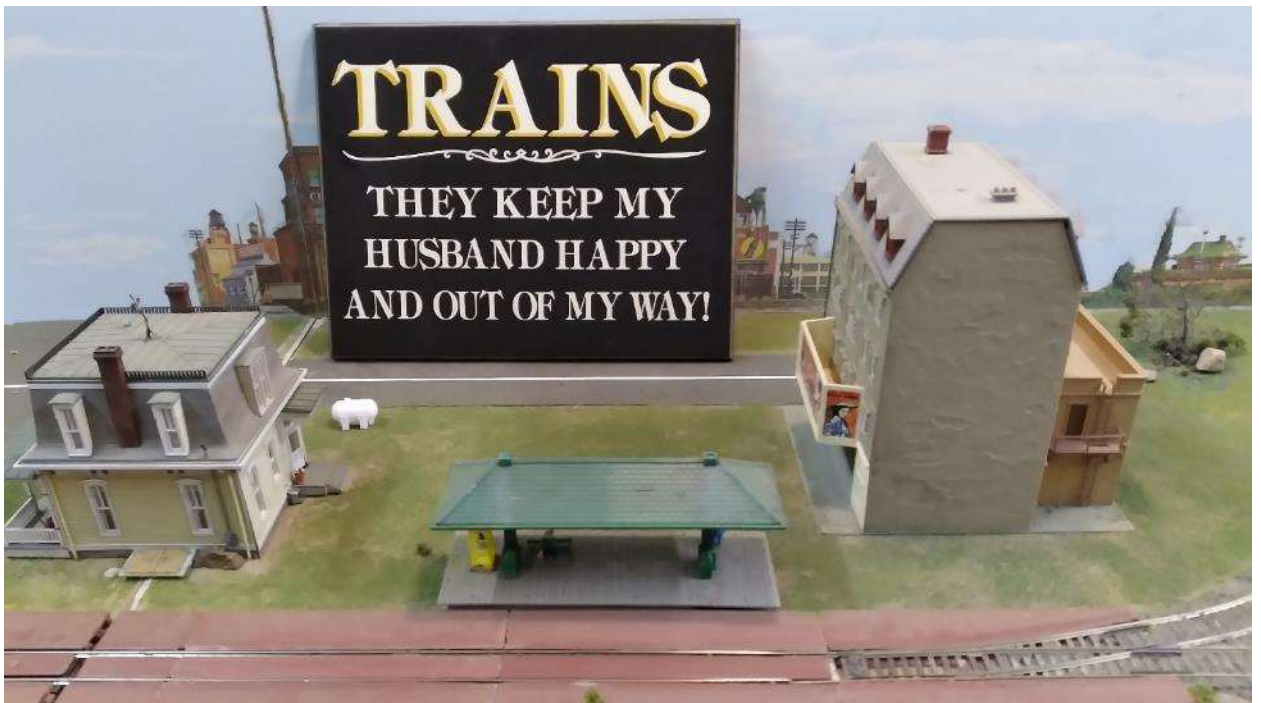
Big Boy in Denver



It was an incredible multiple-day event with hundreds of visitors. We watched the train come in and rearrange itself in two sections for easy and safe access. The Rio Grande diesel played a key role in the process. Tuesday morning, the train reassembled itself. The Big Boy headed back to Cheyenne for the winter with the excursion passenger cars heading back to Omaha.

Pueblo Pre-Convention Layout Tours

We visited two layouts as a part of the convention. The club is in the downtown tech center building. I loved the sign on their modular layout:



We also were able to visit John Denny's massive layout --- lots of great classic Santa Fe stations there.

Rail Fair in Pueblo

Our Operation Lifesaver table was outside the depot so we got a great look at the weekend rail traffic.

I had never seen the Rock and Rail hoppers before.



"Planes on the Train" was also a first for us:



"The usual suspects were there --- giving train rides and the steam static display:



Train Show “Philosophy”

There are several reasons to have train shows: spread the word, support the vendors, have fun, and hopefully don't lose money. In that regard, the event in Pueblo was successful. Kristin and I were able to spread the word when it came to safety around trains. Visitors were able to see Slim Rail in action and the ring of multiple scale trains running around one another. And vendors were selling their wares including a few from the Springs.

The Pueblo Railways folks were also running cab and caboose rides.

Given that Covid is still with us things were a little slow. It was an easing back to the normal scenario.

The Mini Regional Regional Convention was a successful low-risk operation.

Up in the Springs with TECO, we will be providing a good indoor environment for visitors and vendors in November. We spend more on advertising focusing on that mission which always pays off.

Moffat Museum Visit at Granby

On the way to the Estes Park Train Show, we paid a visit to the Moffat Museum. We were early so we stopped by the Amtrak station nearby.



First, we saw a MOW train and a snowplow on the farthest track.

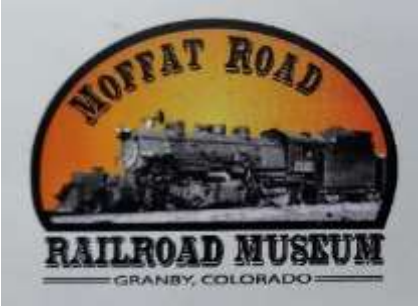


While we were there, a maintenance guy was working on the crane:





Then, we saw a very long UP freight train coming by on the closest track. In the opposite direction, a UP train with heritage passenger cars came by that we never got a clear shot of. No idea what it was up to. This shot shows both.



The museum itself nearby was great. It was a combination of real trains outside and layouts inside.

The official story of the Visitor Center from the local press:



One of the pieces the team finished this fall was the new Visitor Center that serves as the main entrance and gift shop. The new building is filled with history. It got its start at Magic Mountain in Golden, CO. The building was built in 1956 by a group of Denver businessmen, with the help of several veteran Hollywood art directors who worked on Disneyland. The group wanted to spread the Disneyland theme park ideas across the country when they decided on the Golden project.

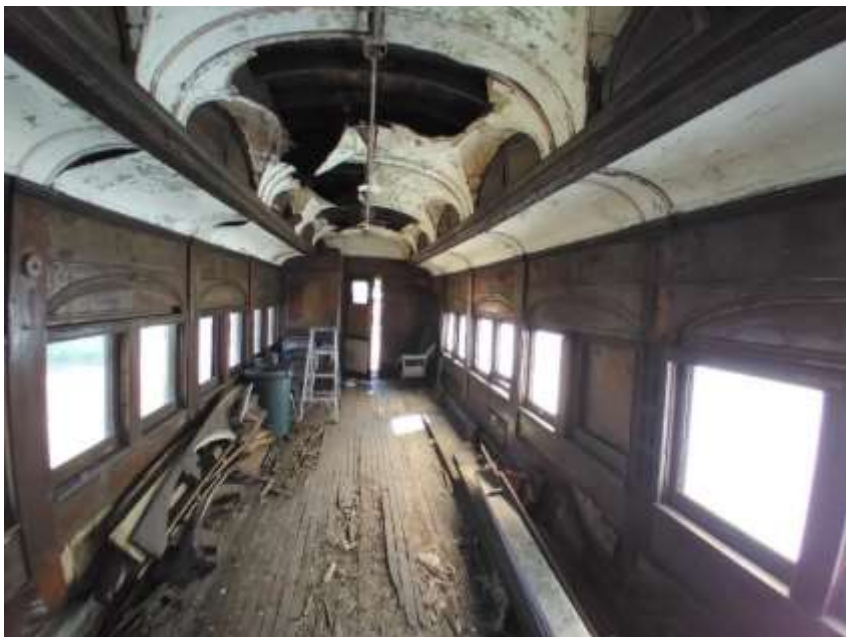
“We kept it pretty much the same, but had to rebuild the bell tower,” said Naples, adding, “We wanted to preserve a piece of this history and it is a very nice building to preserve.”

Magic Mountain, better known as Heritage Park, was a Storybook Victorian theme park shopping village. The Moffat Road Railroad Museum visitor center building was the original funhouse at the park. The building was turned into a wedding Chapel by the Heritage Park developers in 1971. “It was a very popular place to get married and I heard more than 10,000 couples tied the knot in the building from 1971 to 2015”, Naples said.

Dave picked up the building (literally) and brought it to Granby last year and renovated the entire structure, including the bell tower. The new Visitor Center is filled with Moffat Road artifacts and a tasteful little gift shop.

Back to the present and the “rolling stock”:





Indoor Fun on the 1100 square foot O-Scale Layout:



They have plans and space to create a layout of the whole Moffat life in the next room. Just before leaving the Museum, we saw the Rocky Mountain Mountaineer going by.



Hot Sulfur Springs Trainspotting

The day was planned for relaxing at the hot springs which are right next to the Colorado River and the train line. Two Amtrak trains ran by in both directions and two westbound BNSF freight trains went by.



Rails in the Rockies --- an Annual Pilgrimage

After Granby and Hot Sulfur Springs, we headed through Rocky Mountain National Park to Estes Park.

We “manned” the Operation Lifesaver Booth with Larry Vogt. Jack’s table was behind us to the left and Roy and Margit were there also as was Jim Jordan. Wade and Charlotte came by for a visit. There were lots of layouts there. Turnout may not have broken any records but it was respectable and we had a great time.



Dave’s Dahlia Street switching puzzle was at the show. It’s over 13 feet long when unfolded to its full length and represents a real Denver location:



Dave has a video of how it all works on his YouTube page.

<https://www.youtube.com/watch?v=Weef3ZFfsk4>

Wade Mountz came by and checked it out shedding tears of envy. Dave can do full-blown card-based operating sessions on it, but it takes a while to set up would not be practical for interacting with kids.

The Things People Discover on Route 66

There is an incredible museum in Ash Fork with an O-Scale model of the Hotel Escalante. It was created by Wayne and Nancy Ulrich. It is on our bucket list (which is now the size of a barrel).



There is something magical about the camera position of that first shot.

Hatfield & McCoy Bridges --- Model Railroader Style

The mother of all cranes:



Closeup of the namesake tunnels on the Kentucky/West Virginia Border:



Post-renovation recent Jawtooth video:

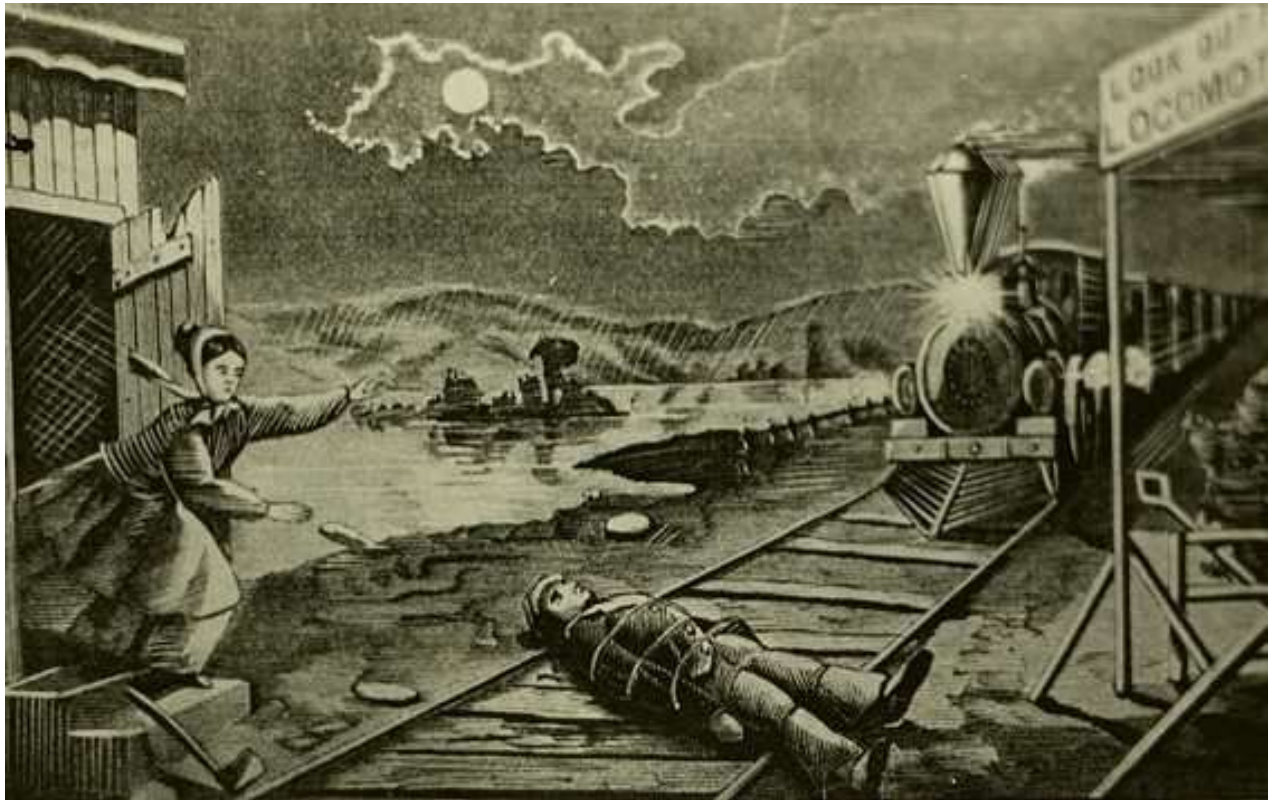
<https://www.youtube.com/watch?v=urSdoMHRCsU&t=498s>

Prerenovation sky view (new bridges and video will be on the right):



The Lighter Rail by Kristin Phillips

Most people credit the damsel on the tracks to the melodramas of silent movies. However, the first time it appeared with significant impact was on stage in an 1867 play called *Under the Gaslight* by Augustin Daly. By 1868, the trope reportedly could be found in five different London plays all running at the same time, and remained a theatre staple for decades. But here's the kicker. In the original story, it is a **man** who has been tied to the railroad tracks and a **woman** who rescues him!



Upcoming Division & Local Events

Information on Colorado and neighboring state events is posted on TECOshow.org.

Any events scheduled for 2021 are subject to cancellation.

Scout Day 2021

at the Colorado Railroad Museum

Saturday, October 16 from 10 am - 2 pm

Join Us! Activities Include:

- Meet historic railroad workers like an **engineer** or **telegrapher**!
- See our exhibits featuring **different types of railroad cars**.
- Learn about **scale** and visit the museum's two **model railroads**.
- Explore some of the **tools** used on the railroad and how we **lay track**!
- Hear railroad stories and send a message** in Morse code.
- Learn about **railroad signaling** using lanterns, whistles & horns!
- Identify the types of **rocks and minerals** used on the railroad.
- Try your hand at **geocaching/letterboxing**.
- And of course, take a **historic train ride**!



\$14 per participant (uniforms encouraged)

Participants reserving by Monday, Oct 11th will receive a badge & certificate

Register at www.coloradorailroadmuseum.org/Scout-Day

Colorado Railroad Museum

17155 W. 44th Avenue
Golden, CO 80403
303-279-4591



- November 5, 6, 7: Intermountain Train Expo, Legacy Event Center, Farmington, Utah

NEW LOCATION!
HANDS-ON FUN! **FREE PARKING!**

INTERMOUNTAIN TRAIN EXPO

THE PREMIERE HANDS-ON MODEL RAILROAD SHOW

November 5th, 6th & 7th, 2021
Fri. 9PM - 9PM • Sat. 9AM - 9PM • Sun. 9AM - 4PM

Legacy Event Center, Buildings 1, 2, & 3
151 South 1100 West, Farmington, UT

GENERAL ADMISSION \$9.00
Children 10 and Under FREE!
www.intermountaintrainexpo.com

Entertainment for the Entire Family!
Blue Car Show, Hand on Train Operation,
Model Railroad Layouts, Vendor Tables and More!
www.facebook.com/intermountaintrainexpo/

For More Information Contact
Geoff Carter at gbc450219@gmail.com
(801) 815-6028

- November 13-14: TECO at Chapel Hills Mall Event Center
- November 27, 28: Rocky Mountain Train Show, Ranch Events Complex, Loveland
 - Sat 9:00 AM - 5:00 PM - Sun 9:00 AM - 3:00 PM
 - 5280 Arena Circle --- Exhibit Areas: Center, North, South Exhibition Halls

ROCKS & RAILS
December 10-12 10am - 5pm
 Adults \$8 --- Children 12 & Under Free with paid Adult
 Seniors Over 60 \$5 --- Discount Multi-day Passes Available

Flatrons Mineral Club
 2013 Annual
Rock & Mineral Show
 Gem and mineral dealers, exhibits, grab bags, rocks, children's activities and games, dig site, fossils, meteorites, tools, jewelry, fluorescent mineral display, and more!
 Bring your treasures for free mineral identification. Demonstrations include: polishing rocks using lapidary equipment.
 flatronmineralclub.org

Boulder Model Railroad Club
 44th Annual
Model Railroad Exposition
 Come one, come all, and enjoy the Boulder Model Railroad Club (BMRC) Exposition where you can see different Model Train layouts for the young and old alike. The show will also have many displays of Model Train related items to both teach and entertain everyone. This includes many vendor tables where you can purchase railroad-related items just in time for the holidays.
 bouldermodtrainclub.org

ATM & Food Service Available at the Show
BOULDER COUNTY FAIRGROUNDS LONGMONT
 MAIN EXHIBIT BUILDING 1595 Berlin Road Longmont, CO 80501
 Bad Weather? Call 303-591-2830 to see if we're open

Information on Colorado and neighboring state events is posted on TECOshow.org.

Check out the Rocky Mountain NMRA Callboard:

<https://www.rmr-nmra.org/callboard.htm>

Closing with this creepy picture I saw on the Friday Artwalk in Old Colorado City called End of the Line --- for sale at \$500.





Notes from The Siding

By John Emmot

OK. This one snuck up on me. I finally realized that if Saturday was the second, then Friday had been the 1st and hence I was behind the power curve. So here we go.

Planning is well underway for the November TECO show. I'll leave the details to Elizabeth, but suffice it to say; we have a bunch of vendors, we have the usual bunch of layouts plus a couple of new entries. The PPD layout looks like it will be everything we could expect. Most of the usual players are in and Dave Blackham (16 ft) and Rob Allen (16 ft) will be joining in as well. Mark will have plenty to work with. I hope there is space for us all.

I was relaxing Saturday evening after a 'full day' in Calhan when the date caught up with me. It had been a pretty good day. A couple of us got to the depot early in the day. The filler for the first caboose door frame was successfully sized and put in place. Need a bit of plastic wood filler for some voids and then the 'antique' door latch is ready to install. It fits and looks good. The new window that was built as a proof of concept was also put in place and now there is light inside. The background of the Rock Island beaver pelt logo was painted on one side and outlined on the other side. It's ready for the internal letters now. The safety gate at one end of the passenger car was bolted in and verified functional. The original hasp on the new (1966) steel caboose door was reinstalled allowing for the 'normal' locking to take place. The first pass at cleaning the interior was completed. Now we can uninstall the non-prototype carpeting from the floor. There are still plenty of small projects that an individual could take on. There are grab irons and steps for the interior of the wooden caboose that needs to be re-installed. That will take cleaning up the $\frac{3}{4}$ " bolts used and adding large washers where needed. Also need woodworking skills at the 12" to the foot level. Some (like window frame construction/repair) could be done on your time in your shop. Some interior wallboards need to be replaced. The signal light and radio antenna on the steel caboose needs to be reinstalled after they were taken down for the ride to Calhan. There are also plans to repaint the steel caboose which could be with rollers or a direct spray setup. If anyone can help contact me or the RMRHS number at the end of the Milepost.





For those who keep track of such things, look for a new blue Ford pickup at the TECO show. Hoping to see many of you 'round the roundhouse on Friday.



September 2021 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order live by Superintendent, Joe Costa at 7:02 in the community room of the Classic Homes offices at Flying Horse. There were 18 folks present including one first-time attendee. There was no ZOOM link for this meeting.

The minutes of the August meeting were approved as published in the Milepost.

Treasurers Report

Tony Pawlicki had provided a digital update on activity in the PPD bank account to the officers before the meeting time and on handouts at the meeting. The statement was accepted as submitted.

Announcements

Joe began the meeting with a discussion of their participation at the 4014 displays in Denver.

He then moved on to a discussion of the PPD picnic at the Vade bon Couer home at 3 PM on September 18th. The travel directions from the Milepost were repeated. The PPD support will be used to provide hamburgers, hotdogs, and chicken for the main course. Attendees were invited to bring a side dish to share. A sheet was passed around the meeting to record who was coming and their meat preference. An email will be sent to canvas other members. A 'silent auction' will be conducted. Folks were asked to bring any RR items that they would like to donate for the benefit of the Division. A suggested minimum bid was encouraged. Folks were also reminded to bring their lawn chairs.

Folks were reminded of the Pueblo Train Show and RMR convention from September 10-12 and the Estes Park Train Show from September 25-26. Everyone was reminded of the second YMR 'Yard Sale' on Saturday, September 25.

Mark surveyed who was planning to bring modules to the November TECO show. While several will be missing, it appears there will be enough for a good-sized layout.

Chairman Reports

There were no reports.

Old business

Kristin said the new banners will be ready in time for the November TECO show. New Business

New Business

Due to the non-response from the CSPD about the Sand Creek community room, it was discussed and voted to change the venue for our regular meetings to the Classic Homes facility. The October meeting is scheduled there on the regular, second Friday of the month. It was noted that the November meeting falls on the setup day for the TECO show. It was decided that that meeting would take place at the Chapel Hills Mall. The December Christmas Party should be at Classic.

Contest

There were several entries in the freight car contest. 1st place, John Emmot, 2nd place Wade Mountz, 3rd place Tony Pawlicki.

The October contest will be RR Structures.

Program

Tom Malin presented an excellent slideshow on the Sierra Railroad in California. He covered some of the histories of the road and had many pictures and commentary of the locomotives and consists from the 1950s through the 1970s.







Meeting adjourned at 8:38.

Diner Car Menu Item

Mike Maline

This month is a Diner Car Menu Item is one that was made on the Texas and Pacific Railroad. With Cantaloupes available on grocery store shelves, this might be a desert you might want to try your hand at if you haven't done so already. I have made this pie, and it is excellent! Courtesy of the T & P Railway Dinner Cars.

Cantaloupe Pie

1 large cantaloupe, well ripened	1 ½ cups sugar
1 cup cold water	3 Tbsp. butter
4 Tbsp. cornstarch	1/8 tsp. nutmeg
2 Tbsp. flour	1 baked pie pastry

Dissolve cornstarch in cold water and let stand. Cut cantaloupe in half, taking care not to lose juice. Strain juice from seeds of cantaloupe into a medium saucepan, mashing to gain maximum juice from seeds of cantaloupe into a medium saucepan, mashing to gain maximum juice, and discard seeds. Remove the meat of cantaloupe and put through a ricer, or chop fine in a food processor and

put in a saucepan, conserving both met and juice. Stir cornstarch/water mixture into the saucepan and bring all to a boil over high heat. Reduce heat and continue boiling for 5 minutes. Blend flour and sugar together and add slowly to the hot mixture, stirring constantly. Add butter and nutmeg and stir until thoroughly combined. Refrigerate to cool. Meanwhile, bake a single pie pastry and allow it to cool. Before cantaloupe mixture sets, pour into pie pastry. Top with meringue.

Meringue

3 egg whites, stiffly beaten

1 tsp. sugar

In a mixing bowl, beat egg whites until frothy. Continue beating and slowly add sugar. Beat mixture until stiff (peaks form and hold). Cover pie with meringue. Bake in 400-degree oven until brown, about 10 minutes.

Before you Begin

You'll need: baked 9-inch single pie crust, strainer, ricer or food processor, medium saucepan, medium mixing bowl, electric beater

Preheat oven to 275 degrees

Prep time: 1 hour (plus 6-12 hours to chill before serving)

Yield: 1 pie

Timelines for Various Freight Car Details (Updated)

By Tony Pawlicki

This is an updated version of the article that first appeared in the July 2019 Milepost; I keep stumbling across more odds and ends.

WHY? If you model a particular time frame, knowing the timelines for various practices can help you decide which details to add to or remove from your freight car models and even (shudder) which really neat models just don't belong at all (though of course Rule #1 can always be invoked: "It's my railroad"). For example:

There Are Rules

- A detail *should* appear if it was required during your time frame.
- A detail *may or may not* appear before the requirement was added, during a transition period (examples:
 - ACI labels started being used in 1964, but were only required starting in 1967;
 - Consolidated stencils started being used in 1972, but were only required starting in 1974).
- A detail *may or may not* appear after the requirement was dropped if the car was built while the requirement applied (detail was present as-built, but was *possibly* removed after the requirement was dropped, as during rebuild or repaint).
- A detail *should not* appear if the car was built after the requirement was dropped.

And Then There Are Exceptions

As we all know, in railroading, there are exceptions to almost any pattern (expressed in the famous modeler's proverb "There's a prototype for everything"). Notably:

- Cars in captive, non-interchange service may reflect just those rules applicable before the cars' removal from interchange service.
- ACI labels continued to be used (and perhaps even applied to new equipment), after no longer being required, for interchange-capable cars used ineffectively captive service (where the owner was willing to make the effort to keep the labels clean).

WHERE? Of course, ideally one works from an era-appropriate photo of the car or its production batch mates. See the Official Railway Equipment Register [ORER] for batch ("series") road number ranges. Such photos are available, among other places, on Web sites:

- www.railcarphotos.com, a Web site of freight car photographs. Each photograph is accompanied by a data sheet (not always fully populated) identifying the builder, build date, car series, load limit, lightweight, gross weight. [RCPW]
- www.rr-fallenflags.org, a Web site of railroad rolling stock photographs. [FFRPW]
- www.rpicturearchives.net, Web site containing well-organized (by railroad and car type) photographs of railroad rolling stock and other items. [RRPAW]

CAUTIONARY NOTE: These Web sites tend to be “labors of love” and may disappear at any time, so print out photos of interest when you run across them – they may not be available tomorrow.

ABBREVIATIONS: References and their abbreviations are listed at the end of this article.

General Background on Freight Fleet Evolution:

- General background, with emphasis on 1970s practices. (MR, Aug. 2020, pp. 32-37; MR, Sep. 2020, pp. 54-58; MR Oct. 2020, pp. 44-49.)
- Era-specific details. (MRDFC)
- Evolution of various freight car types. (MRGFC)

Timeline for Freight Car Markings, Appliances, and Practices:

- **1961:** ICC allows tank cars without running boards (so larger tank diameters are possible). (MR, Oct. 2020, p. 46)
- **1964:** First use of Automated Car Identification (ACI) labels. (MR, Dec. 1983, p. 171.)
- **1964:** High-cube boxcars built after late 1964 were not required to have running boards. (MR, Sep. 2020, p. 57)
- **1966:** Automatic slack adjusters required for new construction. (RMC, Dec. 2019, p. 57)
- **1966:** Retaining valve located below side sill required for new construction. (RMC, Dec. 2019, pp. 55-57)
- **1966:** Roller bearing trucks required on all new/rebuilt 100-ton cars. (MRDFC, p. 91.)
- **1966:** ICC *allows* roof walks to be removed.
- **1966:** New cars ordered after April 1966 or delivered after October 1966 must *not* have roof walks (apart from those needed for hatch access, e.g., covered hoppers).
- **1966:** Brake wheels required to be mounted low on all *new* cars. (MRDFC, p. 91.) Existing high brake wheels are allowed to remain unless repair is required (then must be lowered).
- **1966:** End railing (crossover grab iron) between tops of short end ladders required. (MR, Sep. 2020, p. 56)
- **1966:** Crossover platforms required by FRA on boxcars and covered hoppers. (Railway Age, www.railwayage.com/regulatory/safety-appliances-evolution/, May 13, 2014)
- **1967:** Automated Car Identification (ACI) labels officially introduced. (MR, Dec. 1983, p. 171.)
- **1968:** American Association of Railroads (AAR) required roofwalk removal (apart from those needed for hatch access, e.g., covered hoppers) by 1978 for cars in interchange service. Deadline eventually extended to 1983; extended to retirement for boxcars captive to owning railroad. (Sometimes roofwalk remained but ladders were cut down to prevent access.)
- **1968:** Roller bearing trucks required on *all new* cars (was previously only new/rebuilt 100-ton cars). (See MRDFC, p. 91.)
- **1970:** Legislation limits tank cars to 34,500 gallons and 263,000 pounds (131 tons). (MR, Oct. 2020, p. 46)
- **1970:** Incentive Per Diem (IPD) boxcar per diem pricing rules go into effect. (MR, Aug. 2020, pp. 32-37.)
- **1970:** 1 January 1970, Automated Car Identification (ACI) labels are required on all interchange cars. (MR, Dec. 1983, p. 171.)
- **1970:** DOT/FRA mandates hazardous material tank cars be equipped with Type F interlocking couplers (single-shelf). (K118, 2004; MR, Aug. 2020, pp. 32-37.)
- **1972:** Consolidated stencils first used. (MRDFC, p. 91.)
- **1974:** Railbox receives its first boxcars. (MR, Aug. 2020, pp. 32-37.)
- **1974:** Consolidated stencils required by 1 July 1974. (RMC, Dec. 1978, p.62.)

- **1975:** Tank cars built to 1919 ARA standards must be removed from service by Jan. 1, 1975. (MR, Oct. 2020, p. 46)
- **1975:** AAR adopts top and bottom shelf couplers (Types SE and SF) as Standards for tank cars. (K118, 2004)
- **1978:** DOT/FRA mandates hazardous material tank cars be equipped with Type F interlocking couplers (double-shelf). (MR, Aug. 2020, pp. 32-37.)
- **1978:** 1 January 1978, Automated Car Identification (ACI) labels no longer required on interchange cars. (MR, Dec. 1983, p. 171.) Some captive service fleets actively maintained the capability.
- **1978: 23 March 1978,** start applying U-1 wheel inspection dots to cars using 33" wheels (mainly 70-ton cars); white = bad, yellow = OK. By **1 January 1979**, all defective wheels were supposed to have been replaced. Inspection dots were occasionally applied to cars that did not have to be inspected, so might appear on a 100-ton car. (MR, Dec. 1982, p. 179.)
- **1990:** CAPACITY marking was eliminated as redundant. (MR, Nov. 2012, p. 21. This MR note explains CAPACITY, LIGHTWEIGHT, and LOAD LIMIT.)
- **1994:** Automatic Equipment Identification (AEI) tags (transponders) were mandatory by 31 Dec 1994. (MR, July 1999, p. 35.)
- **1995:** Solid-bearing trucks banned from interchange service. (MR, Aug. 2020, pp. 32-37.)
- **2004:** The Federal Railroad Administration (FRA) requirement for yellow safety stripes along the bottom of car sides took effect. (DelGrosV2, p. 7.)
- **2016:** Consolidated Stencil requirement is dropped. (Perhaps AEI transponders now provide the data?) (MR, Aug. 2020, pp. 32-37.)

References

References with abbreviations are shown in [square brackets]

- BNSF Railway Freight Cars, Vol. 2, by Robert C. Del Grosso. [DelGrosV2]
- Kadee #118 Standard "SF" Shelf Coupler instruction manual, History section. [K118]
- Model Railroader magazine. [MR]
- Model Railroader's How-To Guide: Detailing Freight Cars (2005). [MRDFC]
- Railroad Model Craftsman magazine. [RMC]
- The Model Railroader's Guide to Freight Cars (2005). [MRGFC]

Flat Car Upgrade

by Wade Mountz

Here are some pictures were taken of a car purchased at the RMR Pueblo convention. It's just a 40' flat car lettered A.T.S.F. MW - about as simple a car as you would see anywhere. It cost \$1.00 for the car. After bringing it home stuff was added I thought the car needed. It came with Kadee couplers and original plastic wheels. I have had more hours with this car than the cost of anything you can see. I've offered it to Tony as one of the prizes at next month's PPD meeting. Hope they like it.







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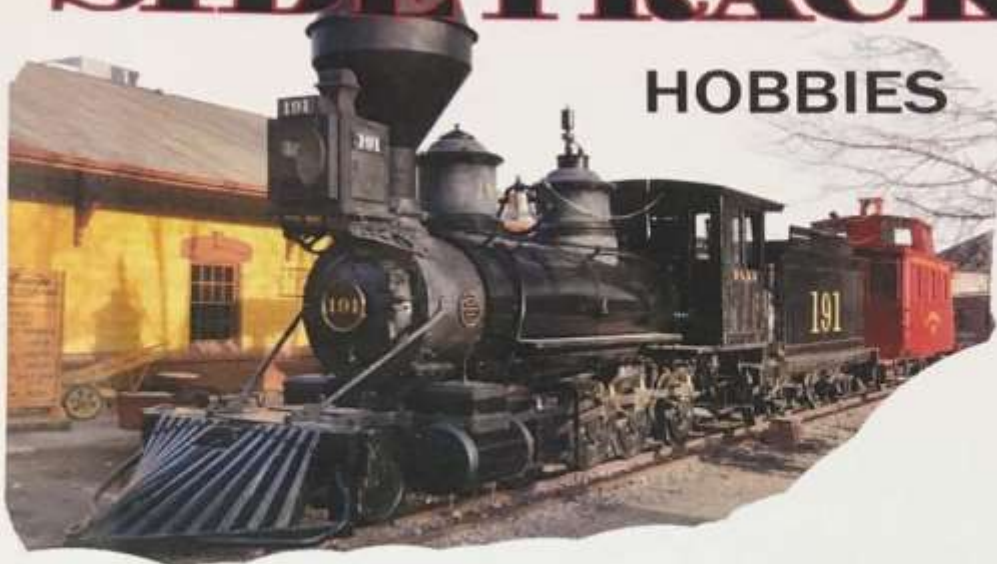
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