



The

# *Milepost*

**Volume 45, Number 10 – October 2025**

**The official newsletter of the Pikes Peak Division**

**Rocky Mountain Region – National Model Railroad Association.**



**NEXT MEETING:**

**Friday, October 10<sup>th</sup>, 2025, 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 10<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Show & Tell Program: The Royal Gorge by Postcard

### February 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Travelogue

### March 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: East Broad Top

### April 11<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Virginia & Truckee, Ore Movement

### May 9<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Bldg Program: Colorado's Biggest Rail Preservation Tragedy

### June 13<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Layout Update

### July 11<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Tourist Train Tour

### August 8<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Colorado Live Steamers

### September 12<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Proto Program: The McKeen Motor Car

### October 10<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photo Model Program: More Microcontrollers

### November 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Loco Steam/Diesel Program: Vintage HO, Athearn

### December 12<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting.

Program: Christmas Party!



**The Milepost**, Volume 45, Number 10, October 2025, 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. Unless otherwise noted, all content in this journal is copyrighted to its respective owner. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etc., without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address [dave@bristow-family.org](mailto:dave@bristow-family.org). Thank you.

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## Next Meeting on Friday, October 10

Our meeting will be 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 occasionally check the Rocky Mountain Region website for the latest events and happenings, as well as the current Callboard: <https://www.rmr-nmra.org/callboard.htm>

## 2025 Schedule

- October David Bristow – More Microcontrollers
- November Ken Rambo – Vintage HO, Athearn
- December Christmas Party!

## Editor's Thoughts

The intricate world of model railroading has long been a blend of artistic craftsmanship and technical ingenuity. In recent years, this beloved hobby has been revolutionized by two powerful tools: **laser engravers/cutters** and **3D printers**. These devices, once beyond the reach of the average enthusiast, have become accessible and have fundamentally changed how model railroaders build, customize, and operate their layouts.

The impact of **3D printers** on the hobby is profound. They have moved past simple prototyping and are now a primary method for creating highly specific and detailed components that were previously difficult or even impossible to acquire. A modeler can now design and print an exact replica of a locomotive body shell from a rare prototype, produce a perfect set of identical windows and doors for a scratch-built structure, or create unique rolling stock that matches a specific prototype. This ability to transform a digital file into a physical object has democratized the process of creating custom models, freeing hobbyists from the limitations of commercially available products and the challenges of traditional hand-crafting methods.

Complementing the additive capabilities of 3D printers, **laser engravers and cutters** offer unparalleled precision for subtractive work. These machines can cut a variety of materials, most notably wood and acrylic, with pinpoint accuracy. This is invaluable for creating the flat components of a structure, such as the walls of a freight depot, a detailed truss bridge, or even the subtle texture of clapboard siding. The precision and repeatability of a laser cutter ensure that every piece fits together perfectly, and that multiple identical parts can be produced quickly and consistently, a significant advantage when building complex structures or multiple buildings for a scene.

The true power of these technologies lies in their synergy. A modeler can use a laser cutter to create the core structural elements of a building and then use a 3D printer to produce the intricate architectural details, like ornate window frames, custom vents, or a unique roofline. This combination allows for a level of detail and customization that was once the exclusive domain of master modelers with specialized tools. By bringing the power of digital fabrication to the hands of the hobbyist, these devices have opened a new era of creativity, allowing enthusiasts to bring their most ambitious and unique railroad visions to life.

David

## Keepin' it on the Tracks

By Mark Fuerstenberger

**Intermountain Train Show – Nov. 7th & 8th, Salt Lake City, UT**

The Intermountain Train Show is in November. It will be held at Stadler US Manufacturing Facility, 5880 W 150 S, Salt Lake City, UT 84104.

## 48th Annual Model Train Expo – Dec. 12th - 14th, Longmont, CO

The 48th Annual Model Train Expo is coming up in December. It will be held at the Boulder County Fair Grounds, 9595 Nelson Road, Longmont, CO 80501. Hours are 10am to 5pm each day. Adults \$8, Seniors \$5, Kids 12 and under Free.

### NMRA Interchange

If you would like to be online, you should check out the NMRA Interchange. You'll need to create a login on the Discord website. <https://discord.com/> From there you'll need your login information to the NMRA website, and once you're there check out the link to the Interchange.

<https://www.nmra.org/members/nmra-interchange> You'll find a few simple steps to get setup. This setup process is only required the first time, and after that it's easy to jump online and see what others are doing. The site also allows for easy conversations, just like you might do on Zoom. I encourage you to check it out.

## Drawing Prizes Preview

By Tony Pawlicki

"Teaser" preview of some prizes available at the drawing during intermission at the October 2025 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! (ALERT: We have exhausted ALL of the various donations from Wade Mountz, Alan Hutchins and Mr. Lugg.)**

**We need some more donations in the long run, so cast a critical eye on your cars, structures and catch-all drawers for orphans that you might finally decide to disown.**

**(SOME OF) THE SEPTEMBER MEETING OFFERINGS (feel free to contribute more at the meeting; some more of Wade's freebies will also be available, free to good homes):**

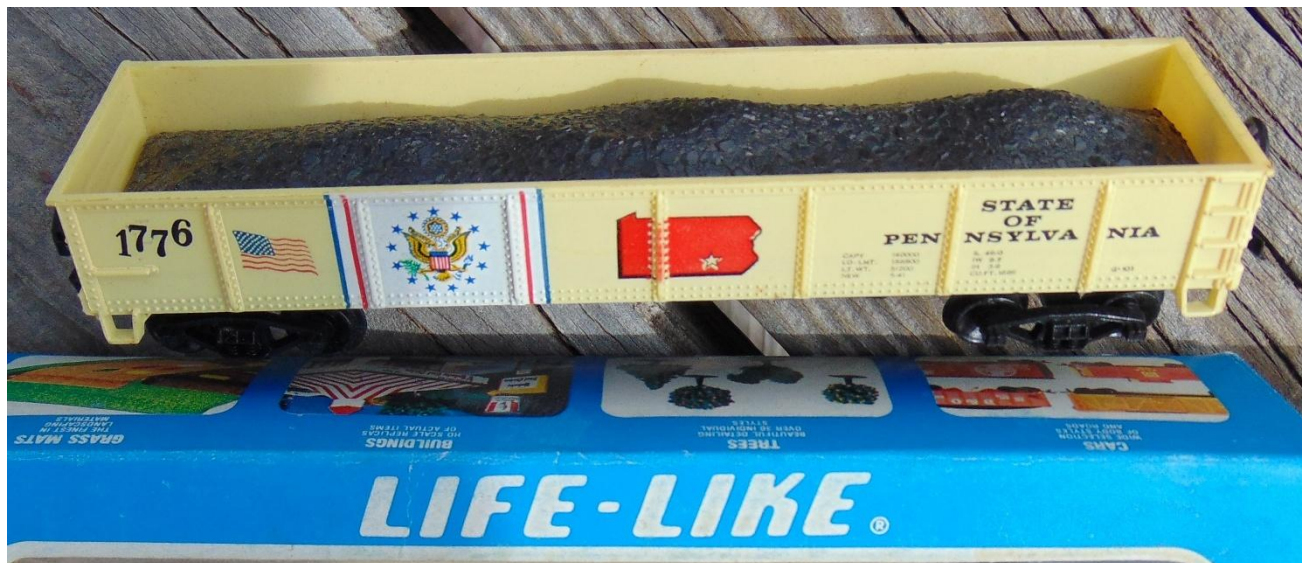
Again, Andy Bucu looked over his collectibles and found duplicates that he has kindly donated to the Division for use as drawing prizes. Some of them for this month's drawing are among those described below.

USEX 2074. Another one from our friends North of the Border. HO scale Athearn model of 50-foot modern (no roof walk, low end ladders, "NEW 7-77") plug door boxcar with cushion underframe to protect forest product loads such as plywood and moldings. U. S. Railway Equipment (USRE) product for their lease fleet (hence USEX reporting marks). Consolidated Stencil, U1 wheel sticker, ACI placard. Kadee semi-scale couplers. Kadee wheelsets with shined treads. Weathered trucks and wheelsets. Gift of Tony Pawlicki; detailed with customized cut levers and unusual brackets. Lots of work put into this, but I've realized really it doesn't make sense to ship from Canada to the Pacific Northwest and thence to my Illinois lumber yard. This is the sort of thing one runs across when taking a hard look at one's rolling stock.





1776. HO scale Life-Like model of 40-foot commemorative gondola commemorating the State of Pennsylvania's celebration of the United States Bicentennial, 1776-1976. Horn-hook couplers, simulated coal load. Gift of Andy Buco.

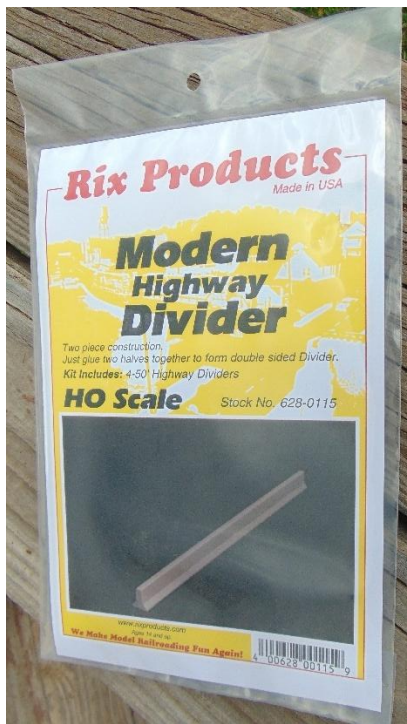


Central Pacific RR old-time cabooses, not numbered. HO scale Bachmann model of old-time 25-foot "bobber" (single long-wheelbase two-axle truck) caboose. Horn-hook couplers. Gift of Andy Buco.



Highway Dividers. HO scale modern concrete highway dividers. Gift of Tony Pawlicki. I've saturated my layout with guardrails and so forth, so these are left over.





## Pikes Peak Division Layout Tour

Several of our members graciously opened their homes to allow fellow model railroaders to see their layouts. For this Milepost edition Tony visited two and took some photos, unfortunately his camera battery died at Paul's, so he was only able to capture a couple of scenes.

### **Paul Petty's Layout**







Steve Jankowski's Layout















If you attended any of the layouts and took some photos or hosted and have photos, I would like to put together a special edition of Milepost dedicated to those layouts. Please send the photos to [dave@bristow-family.org](mailto:dave@bristow-family.org).

## The Union Pacific Centennials

**By Mark Fuerstenberger**

The Union Pacific "Centennial" locomotives, EMD's DD40AX, was a bold, record-setting design in the diesel-era of American railroading. Built by EMD specifically for Union Pacific between 1969 and 1971, it was created precisely in time for the 100-year celebration of the completion of the Trans-continental Railroad. The first unit, #6900, made it in time to be part of the Golden Spike anniversary ceremony.

What made the Centennials unique was that each locomotive was essentially two diesel engines mounted on one massive frame. These motors were able to produce a total combined 6,600 horse-



power. The locomotives measured about 98 feet 5 inches in length and weighed around 520,000-545,000 pounds. They carried a large fuel capacity to match their powerful configuration.

In service, the Centennials were used in fast freight roles over many parts of Union Pacific's system. In service they logged upwards of 2 million miles each, during their roughly decade-and-a-half of service. One of their downfalls was that they were expensive to maintain, in part because of their size and complexity, but also because as railroading moved toward more flexible, multiple unit operations, the drawbacks such as maintenance, fuel, and even logistic constraints became more evident. By the mid-1980s, all except one of them had been retired.

The one fully operational survivor is UP 6936, which was part of Union Pacific Heritage fleet, and continued to operate until a couple of years ago in excursion service. However, in 2022 the locomotive was donated to Railroad Heritage of Midwest America (RRHMA) in Silvis, Illinois. Since being there, volunteers have worked hard to restore it back to operational condition. Over the weekend of Sept. 20<sup>th</sup> – 21<sup>st</sup>, a 2-day excursion was run in parts of Illinois. See the pictures below of that trip.



Even today, the Centennial locomotives remain a beautiful representative of the “super-power” diesel age when Union Pacific was constantly pushing for bigger, stronger, and more horsepower locomotives. Of the original 47 Centennial locomotives produced, 13 still survive to this day in various states of repair.

- **6900:** Lauritzen Gardens/Kenefick Park, Omaha, NE
- **6901:** Ross Park, Pocatello, ID
- **6911:** Technology Museum, Mexico City, Mexico
- **6913:** Museum of the American Railroad, Frisco, TX
- **6915:** RailGiants Train Museum, Pomona, CA
- **6916:** Utah State Railroad Museum (Ogden Union Station), Ogden, UT
- **6922:** Cody Park Railroad Museum, North Platte, NE
- **6925:** Dakota Southern Railway, Chamberlain, SD
- **6930:** Illinois Railway Museum, Union, IL
- **6936:** Railroading Heritage of Midwest America, Silvis, IL
- **6938:** Jenks Locomotive Shop, North Little Rock, AR
- **6944:** National Museum of Transportation, St. Louis, MO
- **6946:** Western Pacific Railroad Museum, Portola, CA

## **Proto 2000 2-8-8-2 Class Y-3 Norfolk & Western #2011**

**By: Mark Fuerstenberger**

**Win this Locomotive for only \$50.00**

If you would like to own this engine, simply send me an email, ([markf@classichomes.com](mailto:markf@classichomes.com)) or let me know before the monthly club meeting in November. At the November meeting, we will randomly draw a name from the entries. If your name is drawn you will then pay \$50 to the club for this locomotive and case.

### **Locomotive History**

First built for the Southern Pacific in 1909 to handle challenging grades, the 2-8-8-2 articulated Mallet soon caught the attention of other roads facing the same issues. In 1910, Norfolk & Western ordered five 2-8-8-2s (Class Y-1) like the SP models from Baldwin. By 1918, lessons learned from the first group led to an improved version, the Y-2. Further minor changes to the cylinders led to the next group, the Y-2a Class. This version then served as the basis for the United States Railway Administration (USRA) 2-8-8-2.

Although delivered too late for the WWI war effort, the N&W received 50 of the USRA engines in 1919, which it classified as Y-3. Road numbers for Class Y-3 were 2000 to 2049. They were a success and in 1923 another 30 were ordered with larger tenders (Y-3a), followed by 10 more in 1927 fitted with feedwater heaters.

During World War II, several Y-3s were sold to various western railroads that were desperate for more motive power at the time. While the Y-3's were well suited for coal-hauling duties in the Appalachians, the big articulated locomotives proved too slow for most of their new owners and they were retired or sold following the war. However, on the N&W, the Y-3's remained in service until 1958.

### **For Reference**

Norfolk & Western #2011 was built by Alco of Schenectady, NY in April of 1919 and was finally scrapped in April of 1958 at Roanoke, VA.

### **The Model**

The Proto 2000 2-8-8-2 represents Norfolk & Western Class Y-3 original USRA 2-8-8-2's. Constructed under US Government control and based upon blueprints provided by N&W for the Y-2a engines. This Proto 2000 N&W model represents the typical 1930's and later appearance of the N&W Y-3



original USRA engines (after N&W rebuilding), with the big Worthington BL-2 feedwater heater on the left side of the boiler, which moved air pumps to the right side of the boiler. **The locomotive is currently wired for DC operation with forward headlight and operates very smoothly.** It also has a wooden base display case with acrylic cover.



## **Show and Tell: Anything Goes and Free-form**

**By Tony Pawlicki**

This note lays out rules for the **Show and Tell** session/contest at the NOVEMBER 2025 Pikes Peak Division NMRA meeting. Free-form show-and-tell really has no rules, just do a little presentation. Rules per se apply to the (normally) bi-monthly “**salvage and resurrection**” events. The event (sort of a second, less formal, contest) was inspired by our late beloved Division Superintendent’s notion in his March 2023 Milepost Conductor’s Corner column.

This event was announced a bit over two months in advance (in the MILEPOST just before the October meeting) to give folks enough time to prepare their entries. For NOVEMBER, the salvage and resurrection topic is ANYTHING AT ALL, again continuing our effort to get more participation. (September had several presentations – thanks, folks!).

Starting with the June 2024 meeting, we now have two parts to the event:

- The **theme-specific** contest/presentation (for March it is ANYTHING AT ALL).
- NEW FEATURE: **Free form show-and-tell**, on any topic you choose. This feature is being added by popular request - folks have been suggesting this to our Superintendent.

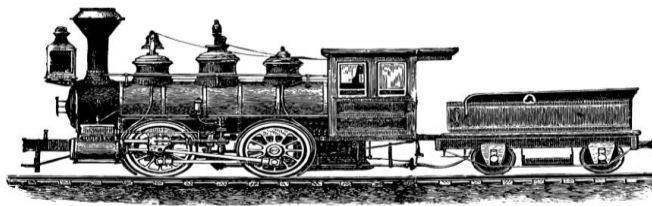
**GENERAL IDEA for the theme-specific part (ANYTHING AT ALL this month):**

- 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), then *actually fix* it.
- Bring it, display it, then after regular model contest, stand up and tell us about your adventures.
- ***The show-and-tell aspect is the main thing.*** Given enough entries (3), there'll be a contest aspect too, but main goals are having fun salvaging something and entertaining the rest of us with the way you had fun.

**THIS SESSION'S THEME:** ANYTHING AT ALL, trying to encourage broader participation.

#### **EXAMPLES:**

- An example and the rules were provided in April 2023 Milepost.
- To remind us that the salvage and resurrection project need not be a huge effort, ***the January 2025 Milepost provided an example (SALVAGING INTERNATIONAL HOBBY CORPORATION (IHC) DTI 10175) where just one major change was needed to "save" the model.***
- This was also an example of ***a model that needed saving right out of the box.*** A model doesn't always need saving just due to having lived a rough life post-purchase.



## **September 2025 Minutes**

**Secretary, John Emmot**

The regular monthly meeting was called to order by Superintendent, Mark **Fuerstenberger** at 7:00 in the community room of the Sand Creek Police Station. There were 18 members present and no visitors.

### **Secretary Report**

The minutes of the August meeting were accepted as published.

### **Treasurers Report**

Tony had hardcopies of the treasurer report. The statement reflected the interest payment and drawing receipts. The statement was accepted as presented.

### **Announcements**

Mark passed out an addendum to the minutes with pictures and notes on the State Fair setup.

Tony provided a verbal summary of the Division trip to the Georgetown Loop.

Kristin complemented Mark for the module work sessions at his house before the Pueblo setup.

John provided a short description of the Lockheed Martin Scenic Line Modelers layout on display in conjunction with the Rocky Mountain Region award meeting and lunch. Mark showed the trophy currently held by the PPD for the most winning models at the last convention. Chris Thompson, one of our assigned members won six of the model contests.

The PPD layout tour was discussed. David Solly said the final schedule included 5 layouts and covers three weekends in September. Sept 13, Sept 20&21 and Sept 27. There are two on the 13<sup>th</sup>, one 9AM-12PM in Woodland Park and one 1PM-5PM in Rockrimmon. One 11AM-4PM on the 20<sup>th</sup> in Monument. One 11AM-4PM on the 21<sup>st</sup> in Falcon. One 11AM-4PM on the 27<sup>th</sup> in Monument. A sheet



with the addresses and telephone numbers was available at the meeting. If you would like to attend, you may contact David Bristow at "[dave@bristow-family.org](mailto:dave@bristow-family.org)" to verify your NMRA membership.

Mark mentioned the Rails to the Rockies train show in Estes Park on September 20/21.

Mark mentioned the Rails Pro Meet in Greely on 27/28 September.

**New Mexico Railroad Days** will happen September 27-28, 2025 at the Albuquerque South Rail Yards, Second St. SW, Albuquerque, New Mexico. Santa Fe 4-8-4 2926 will be steamed up and on display and available for cab tours.

Mark noted the passing of the summer and that we had not yet planned a Division picnic. He suggested that we hold it in abeyance for this year. The suggestion was met with wide acceptance by the attendees.

Tony provided a description of the Bob Bandy layout which was open for visits recently and will be again for our layout tour on September 20.

### Show & Tell

John talked about three Moffat cabooses he is finishing for the Moffat Museum in Granby. Two are wooden cars with sides made on his laser cutter. One from basswood and one from styrene. He starts with an MDC old-timer model, resizes the frame, roof and cupola and creates new sides. He also showed an old metal Mantua model of a generic steel caboose which he will letter for the Moffat.

Tony provided the back story of an Athearn covered hopper that was resurrected on his RIP track to return it to service on his railroad.

Mark told about redecorating a UP loco to match the 2010 Boy Scouts of America unit.

It was announced that the October contest will be Model photos, and the program is scheduled to be presented by David Bristow, who missed this meeting due to his recent knee replacement operation.

### Program

Since the Malines were out of town for a Free-Mo setup in Wyoming, Mark provided two short 'How to' videos from Boulder Creek Railroading. One on modeling chain link fence using steel wire or styrene plastic for posts. The other on making model round hay bales using hemp twine and scotch tape. Both are very well done.

### Contest

There were 4 entries in the September prototype photo contest. First went to David Solly, second to Tony Pawlicki and third to Mark **Fuerstenberger**.

The door prize drawing was held following the contest announcements.

The meeting was adjourned at 8:33.

## Notes from the Siding

### By John Emmot

Well, the Broncos took a big chunk out of the day, but it was worthwhile in the end. They turned the unlikely end on the Eagles and held on for a 21-17 win.

I keep working on those caboose. I don't know why it is, but it seems like every piece has to be hand made. I don't know why they couldn't have used more standard designs with their rolling stock :-). Oh, well. I was able to get a pair of McHenry couplers from Roy for use in the metal body of the steel caboose. I have found that if a metal car is coupled to a brass locomotive using metal KayDee couplers it is possible to end up with a short, if the polarities don't match. Not sure what it might do with

DCC, but it is easy to avoid the possibility. I have managed to fabricate the platform end rails to match a picture of one of the steel rebuilds. I also need to find/make some roof ladders of the correct design. Everything seems to be coming together; it just takes time. At least, I have decals I can use. It will be a good reason for a day trip to Granby when they are done.

I understand that a nice potbellied stove has been delivered to the Calhan depot. While I wasn't present for that, it was a needed piece. I was able to complete the second window for the second bay of the steel cabooses this week. I can now reinstall it the next time we have a workday this month. If there is anyone who would like to have some hands-on experience with 12" to the foot railroad equipment, let me know. We also need to get some felt paper on the coach roof, hopefully before snow flies.

This is one of those, "getting old is hell" times. While I took my camera to the last meeting, it sat on the table unused. So, there are no pictures to share from the meeting or the contest. It may be time for the PPD to look for a new Secretary :>(. While there are many interesting rail-related events around the state, I seldom get an opportunity to attend them. I am not really needing to add new material to my collection. I do need to have time to create my missing pieces. They are not available in complete form. And I do already have most of the raw materials to fabricate them.

In the interests of time, I will leave this short. I always delay Dave's work schedule. Hope to see lots of folks 'round the roundhouse this week.



## PIKES PEAK "N"GINEERS MODEL RAILROAD CLUB

By Mike Peck



Kristin's module at Pace.



Mary guarding the burgers.



## **Superintendent's Corner**

**By Glenn Hobbs**

We are now in October, and the end of the year is drawing closer. During September we had our club picnic, and did a show at Rocky Mountain PACE on Pikes Peak Ave. We also have some events coming up this month and next.

This month, we celebrate 36 years as a club. Our anniversary dinner will be at 6pm on October 11th at Meme's Café at North Academy near Woodman. If you have not already done so, please RSVP to John Grier at: ferro160@icloud.com. Mel McFarland will be our speaker for the evening. It should be a fun evening; I hope to see you there.

On September 6th, we planned a ride on the Royal Gorge Train. Unfortunately, due to a lack of interest, the trip was cancelled. Also, during September, we had our club picnic. Despite a huge breakdown in communication or should I say, a lack thereof, the picnic was successful. The communication issue was not with the club but with the city of Palmer Lake. We were able to reserve the pavilion and pay the reservation fee. Unfortunately, the people who handle the reservations were not aware or did not remember that there was already a huge event scheduled for the whole Park. The 7th Annual Colorado Run for the Fallen. Fortunately, things were able to be worked out and we were able to use 2 tables. There were only 10 members present, so these tables were adequate. We enjoyed great hamburgers grilled by Mike. We sat at the lakeside and swapped some good train stories. Unfortunately, we did not see a single train pass by on the other side of the lake.

On September 16th, we went to Rocky Mountain Pace on Pikes Peak Avenue. We had a decent turnout despite there being a fire drill at the same time. On the weekend of September 20th and 21st, Some of our members went to the Rails to the Rockies show in Estes Park. The was not an official club event. However, this smaller show is worth attending. In addition to the show, there is the beauty of the mountain community of Estes Park and if you are lucky, you may spot some elk around town. Deb and I went to the show last year and I decided to do a little "elk hunting" with my camera. We did spot one, but it was not close enough for a decent picture.

On November 14-16, we will be participating in the Colorado Country Christmas show at the Colorado Springs Event center. Please look forward to upcoming details about the show.

### **Club Picnic**

By the time Mary & I arrived at the park, it was packed with vehicles and people. Glenn and Chris greeted us with news that the pavilion was reserved by another group at the same time. Once I found a place to park, Glenn and I went to find who was in charge and see if we could come to an understanding. By the time we got back the problem had been resolved in a way both parties were happy, a little something to make for some good stories later on.

A Veterans group had booked the whole park for their event, and the city let me book the pavilion on the same date. The Veterans group was honoring all military who have lost their lives since 911, as for myself I was honored to be able to participate, even though it was not planned.



Waiting for the burgers.

I fired up the grill, cooked burgers, and we ate and visited. We had ten members attend the picnic. The railroads didn't get the word that we would be there, so no trains! I did find out that some trains came through earlier in the day, one of which was a fuselage train. Oh well, there is always next year.

### Rocky Mountain Pace

We arrived just after 8am and quickly unloaded what we required from the trailer and went in to set up. We had all the modules in place before I realized we didn't have the power distribution module in place, after a quick adjustment we were ready to add the wiring. We were up and running just after 9am. The first group came around 10am, at 11am we had a fire drill, which we had to comply with, then it was lunch time. We were fed ham steak, broccoli and sweet potatoes. After lunch we went back to get ready for the next group. Just before the next group came through, we were served ice cream for our dessert. Right after the last group left, we started tearing down and packing. It started to rain as we began to tear down, so we took our time and got everything lined up to go out the door. Then rain stopped, so Steve and I went and got his truck, and I got my truck with the trailer. We pulled into position and loaded. Right after I locked up the trailer it began to rain again, how's that for timing!



Pace set up with Chris, Kristin and Mary.



Pace set up with Steve, Joe and John S.





Pace set up with some of our customers.

## **DCC Primer VI**

**By Glenn Hobbs**

This is the last in my series of articles presenting some of the basics of setting up and running trains with digital command control or DCC. In the most recent article, I covered reversing loops and this time, I am going to wrap things up with some of the more advanced capabilities of DCC. I am also going to talk about JMRI (Java Model Railroad Interface). To put it succinctly, JMRI allows you to run your layout from a computer. Not only can you run your trains but also your entire layout. You can do things such as setting up a dispatch panel, control turnouts, signals, etc.

Recent innovations in DCC include Layout Command Control or LCC. With LCC, we move from just controlling trains to controlling an entire layout. LCC is actually a protocol or a means of communicating with all kinds of devices on your layout. Imagine using this NMRA codified technology to set up Centralized Traffic Control or even Positive Train Control. You can also use LCC for grade crossings, signals, structure lighting and animation. All this can be integrated in a computer running JMRI. Another huge innovation is using Wi-Fi to control your trains instead of through the track. By integrating a computer with your layout, and running a program like JMRI, this can all be possible.

You might say this would be great if we were at a show with a large layout. But what about a small layout in our homes. Does your layout can move trains onto a passing siding or running trains in opposite directions on the same line, like prototype railroads do. Do you think incorporating CTC or even PTC might be a benefit? Let me give you an example with my layout. I have a T-Trak layout with the ability to merge the red and yellow lines via a double crossover turnout. I have also added passing sidings on some of the modules. I could then run trains in opposite directions and then jump around the room throwing turnouts and controlling throttles. How about sounding the horn or whistle at grade crossings to add to the fun. By adding LCC, I could just sit back and enjoy the show.

Let's take a closer look at JMRI. JMRI is a free open-source program. You can download JMRI from <https://www.jmri.org/> . The website also contains extensive documentation on the program. You can run JMRI on just about any computer. However, I would recommend purchasing a Raspberry Pi. Setting up JMRI on a Raspberry Pi is the easiest method for setting up JMRI. The Raspberry Pi is also fairly inexpensive. The club uses them on both the club room layout and the traveling layout. I would recommend getting the model 4 or above. They are available on Amazon. Make sure you also get a power supply, a micro-SD card, and a case. Steve Todd has a website that describes the setup for a Raspberry Pi at: <https://mstevetodd.com/rpi>

Before you run JMRI, you will need to interface your computer to your Layout. You will use a USB cable to connect your command station to your computer. Some command stations come with a USB port. Another option is to use a Digitrax PR4 device. This device will connect to the LocoNet and comes with a USB port.

JMRI comes with several applications. They are:

- DecoderPro
- PanelPro
- SoundPro
- LCCPro
- OperationsPro
- DispatcherPro

For starters you will start using DecoderPro. This application gives you the ability to read and program your decoders from your computer. You will find this much easier than using a keypad on a command station. DecoderPro also comes with throttle images that you can open in separate windows to run trains. You can create consists and have access to all the other features you have from the command station. There is even a locomotive roster feature that allows you to simply click on a locomotive to run.

In this installment, I showed you some of the more advanced features of DCC, including the JMRI program. I also included a couple of websites that will give you a lot more information on JMRI. This concludes my series on how to get started with DCC. This six-part series will show you everything you need to know to start using DCC on your layout.

## **Rails to the Rockies, Estes Park**

Though this was not a regular club function, Mary & I were invited to attend by the Estes Valley Club to see how we could merge our modules with both the Estes Valley group and the Boulder Module Railroad group. Mary & I took a scenic route and arrived by 3:30pm. We unloaded and installed the modules and were running trains by 4pm.

The Estes Valley Club and the Boulder Club use the standard KATO wiring and plugs, and we use Anderson Power Poles. The wiring did not prove to be an issue for this set up. Steve Goff made up an adapter plug – KATO to Anderson Power Pole, to add power to my modules. Another difference we had, both Estes Valley and the Boulder Clubs use the 14" depth for their modules and we use 11-1/2" depth for ours.

Steve Goff made up several leveling blocks to help raise my modules to match the height of their modules for easier set up. The blocks worked very well. Another change we made was to add my LNWI to their power supply so I could use my phone to run trains. Steve tried it and it worked but he was more familiar with his Digitrax system. The next day I had to show the Boulder group how to use their phones using LNWI, which worked well for the most part. I did have one short episode where we lost contact with the LNWI. I unplugged the LNWI, waited for 30 seconds, plugged back in and the system rebooted, and we ran the rest of the weekend without issue.





This is the Boulder end of the layout Friday afternoon.



The other end of the layout and display table. Another view of the Boulder modules.

This layout permitted two DCC loops and one DC loop. I forgot to count how many modules were used but I think it was a smaller layout than what we had at the Sherman Hill show. The Boulder group also brought another N scale layout and a Z layout; these were not T-TRAK.



## Elk Herd Owns Estes Park

Many people go to Estes Park to see the elk and not even get a chance. Saturday morning, while getting ready to head to the show, we heard elk bugling. I went outside and just to the right of our room were some cows. I went in and got my phone to take photos.

I took several photos of the elk passing by. There was another group on the other side of road that goes by our hotel. They were in the road so all traffic came to a halt until they decide to move on. This whole display lasted for about twenty minutes. Then it was time to head to the show.



A bull elk checking me out. A cow elk also checking me out.



This fellow greeted us at the fairgrounds, first shot. I dropped Mary off at the door then went to park. When I turned to get out of the truck there he was, second photo. I had to wait till he decided to move on. Later this bull showed up at the garage door, seemed like he was planning on entering without paying. He eventually moved on.

The next event was Sunday afternoon shortly after we got back to our room. The elk were running down the side street and again stopped all traffic. I estimate there were about 40 cows and caves



and 4 bulls. It is rut season, so all the bulls were acting stupid. I did manage to get some nice shots though. Where were these critters when I was hunting?

Its location, location, location.



This is part of the Sunday run by.

### **“N”GINEERS Editor’s Notes**

October is upon us and we may seem to be slowing down, well not much. We have three more open houses, last Saturday of the month, 11am to 3pm, so invite friends and family to come down and visit with us and maybe see a train or two.

We also have the Colorado Country Christmas three-day event coming up in November. We will be next to Santa again in our regular location. Our space is 10’X40’ so we can’t get too creative with our design. Most likely the “L” set up we used last year, where we had one DCC outside loop, and two inside loops, one being DC and the other DCC.

Thanks to all those sending me photos and articles, keep them coming.

### **More Bailey Yard and Club Room.**



UP Diesel repair shop, UP crews run about 100 locomotives a day through here.



Double stacks coming off the hump and crew less locomotives working the yard.



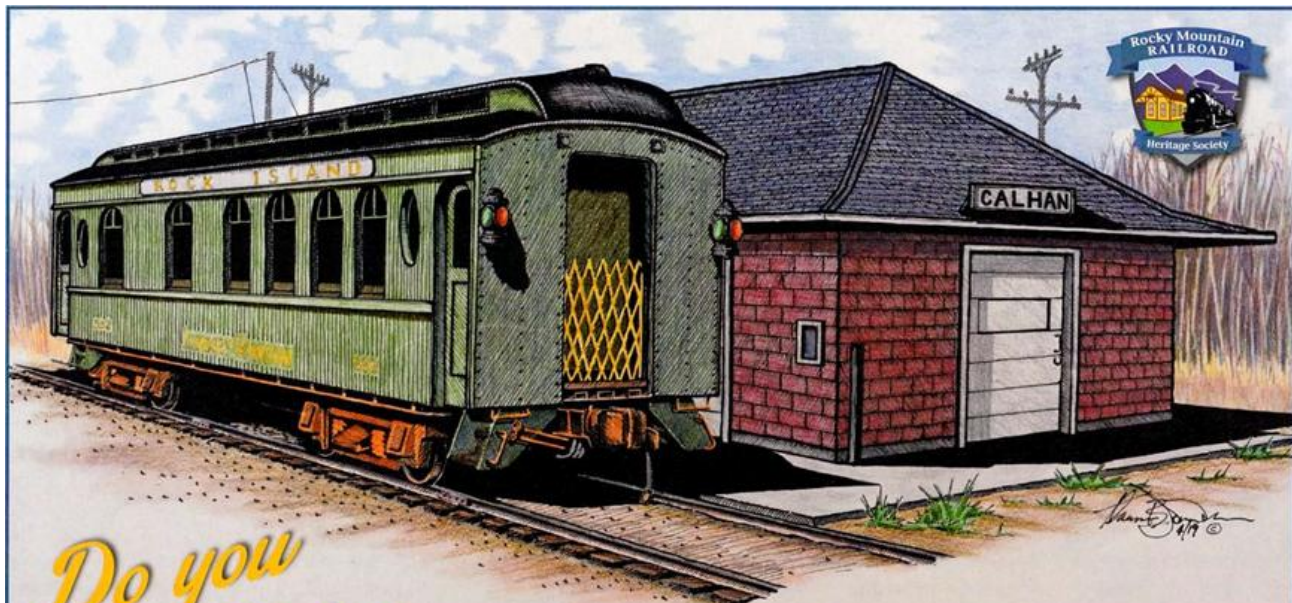
Some graffiti looks pretty good? Photos by Glenn Hobbs



Here we see Steve, guest John McCall and Chris down at the club room. Photo by John G.







*Do you  
like trains  
and enjoy  
history?*

## **THEN WE ARE LOOKING FOR YOU!!!**

We are recruiting volunteers to help us build a Railroad Heritage Center in Calhan, CO honoring those who operated the Chicago, Rock Island & Pacific Railroad in El Paso and Elbert Counties from 1887-1968.

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