



The

Milepost

Volume 46, Number 8 — August 2026

The official newsletter of the Pikes Peak Division

Rocky Mountain Region — National Model Railroad Association.



NEXT MEETING:

Friday, August 14th, 2026, 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 9th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Show & Tell Program: The History of the McKeen Motor Car and #22 of the Virginia & Truckee RR

February 13th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Colorado Midland.... A Train Ride

March 13th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Blending your Background to your Layout

April 10th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: GM's Train of Tomorrow

May 8th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Bldg Program: Colorado Springs & Cripple Creek District Railroad the Short Line

June 12th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: The History of the McKeen Motor Car & #22 of the Virginia & Truckee Railroad

July 10th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

August 14th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Sequel; Colorado's Largest Rail Tragedy!

September 11th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Proto Program: David Solly

October 9th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Photo Model Program: AI and MR

November 13th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Loco Steam/Diesel Program: Vintage

December 11th, 2026 (Friday)

NMRA-PPD monthly meeting.

Program: Christmas Party!



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,

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The Milepost, Volume 46, Number 8, August 2026, 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,

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. Thank you.

Next Meeting on Friday, August 14

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.

2026 Schedule

- August Ryan Kricker - Sequel to previous presentation, Colorado's Largest Rail Tragedy
- September David Bristow – AI in Model Railroading
- October David Solly
- November Ken Rambo
- December Christmas Party!

Editor's Thoughts

Early Wednesday morning, a trio of railfans—Doug, Dave, and myself—headed north out of Monument toward the outskirts of Brighton. Highway 85 ran parallel to the tracks on our right, and we watched crowds of hopeful onlookers gathering at every crossing along the way. Spotting an uncrowded vantage point at E 136th Ave, we pulled off into an open area and set up our watch.

And then we waited.

Three UP freight trains passed by before a thick plume of dark smoke finally signaled her approach in the distance. Soon, twin headlights appeared to the south. Sweeping past us at 45 mph, Union Pacific 4014 put on an unforgettable show. Doug and I fired off photos as fast as we could while Dave held steady on video. One of those photo¹ is shown below. While the diesel trains earlier were loud enough, the raw, chest-shaking power of Big Boy was almost overwhelming.

After years of following her restoration and excursions online, standing trackside as 4014 roared past was nothing short of awe-inspiring.

¹ Copyrighted photo used with permission of Doug Stroup



David

Keepin' it on the Tracks

By Mark Fuerstenberger

Colorado State Fair, Aug 27th – Aug 30th, 2026 - Pueblo, CO

The Pikes Peak Division module group is planning to set up at the Colorado State Fair again this year. We will be setting up on Thursday, Aug. 27th. We will run trains for the first 3 days of the Fair, Friday, Aug 28th through Sunday, Aug 30th. Tear down will be the following morning on Monday, Aug 31st. We'd love for everyone who wants to, to attend and run trains during the show.

Cripple Creek & Victor Narrow Gauge Railroad, Sept. 12th, 2026 – Cripple Creek, CO

We will be heading to ride the Cripple Creek & Victor Narrow Gauge Railroad on Saturday, Sept. 12, 2026. Pricing: Adults \$21. / Seniors 65+ \$19. / Kids 3-12 \$14. / 2 and under are free. Remember to bring a light jacket in case it gets a little cool on the ride. The ride will be approx. 45 minutes on a 4-mile round trip. We will target the 11:10 trip departure time. If anything changes, we will discuss it at the Sept. Division meeting.

Save the Date: Rail Proto Meet (RPM) – October 16th - 18th, 2026 – Greeley, CO

The event will be held at the Island Grove Event Center in Greeley.

Visit: <https://corpm.org/> for more details.

Rocky Mountain Region Website

The RMR region website just underwent a total rebuild. Be sure to check it out now. The website has the latest events and information from the region. <https://www.rmr-nmra.org>

NMRA Interchange

If you 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 August 2026 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; November's were the last of Andy Buco's donations as well.)**

As a reminder, per the consensus at the December 2025 meeting, the excess Christmas party gifts are being spread out over this year's drawings.

(SOME OF) THE AUGUST MEETING OFFERINGS (**feel free to contribute more at the meeting; some more of Wade's freebies will also be available, free to good homes**); for variety, three types of rolling stock and two types of structure:

KCS 250846. HO scale model of a 50-foot exterior post 75-ton boxcar kit. ACCURAIL model. Kit is new-in-box. One of the excess Christmas present drawing prizes (that happened to be one of my own donations – recognizable both by the road number label on the carton and the weathered trucks and wheelsets with Kadee 33-inch wheels with shined treads).



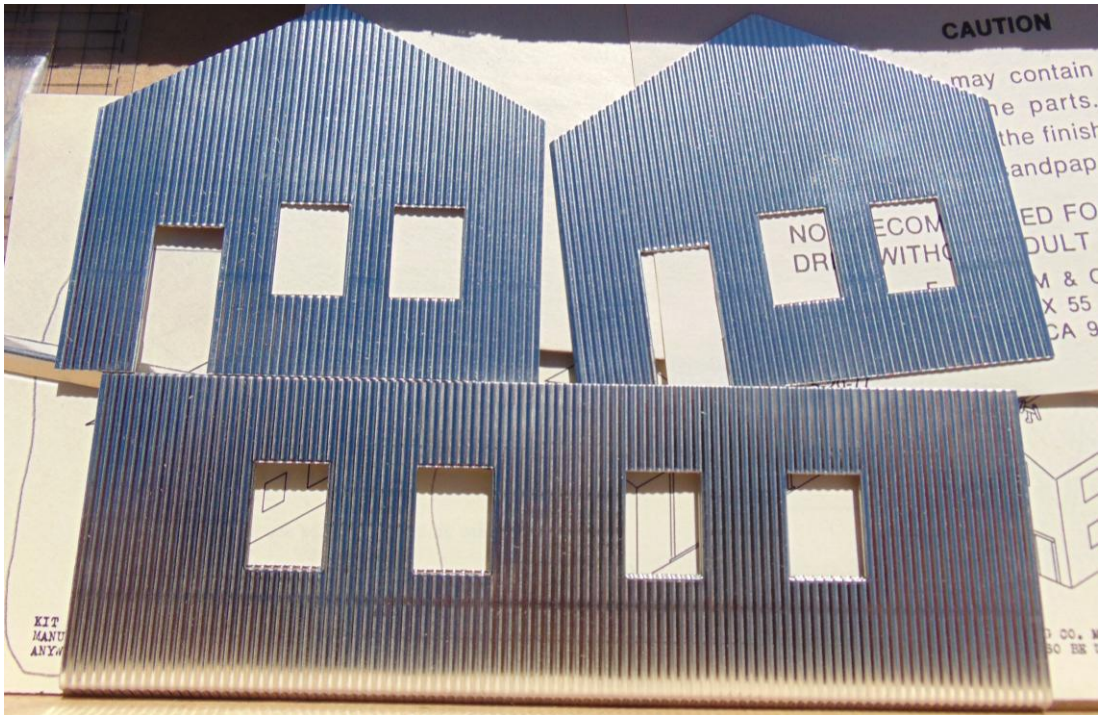
CR 510860. HO scale model of a 52-foot 75-ton drop-end mill gondola car kit. Proto 2000 kit, new-in-box. Metal wheelsets, plastic couplers. One of the excess Christmas present drawing prizes.



ATSF 313487. HO scale kit model of an ATSF 100-ton Pullman-Standard 4750 cubic feet covered hopper. Intermountain model kit. Weathered trucks and Kadee 36" wheelsets; NO COUPLERS. Gift of Tony Pawlicki.



Industrial Office. HO scale model corrugated metal kit of "industrial or mining offices or small manufacturing shop." New-in-box. A classic Suydam kit (#16) to be assembled by soldering (though stripwood and Walthers GOO could be used). One of the excess Christmas present drawing prizes.



Saulenas' Tavern. HO scale kit model of an old-time (1920s-1940s) corner tavern. New-in-box. A Bar Mills kit. Laser-cut components and white metal detail castings. One of the excess Christmas present drawing prizes.



The ALCO PB: From Passenger Power to a Rio Grande Icon

By: Mark Fuerstenberger

Few diesel locomotives have the distinctive presence of ALCO's PA series. Built by the American Locomotive Company (ALCO) and General Electric in Schenectady, New York, between 1946 and 1953, the PA family was designed to compete with EMD's successful E-unit passenger locomotives. The streamlined PA featured a dramatic, sculpted nose and an A1A-A1A wheel arrangement, while the matching PB was a cabless booster intended to operate behind a PA. Although slightly shorter than its A-unit counterpart, the PB shared the PA's basic styling and mechanical heritage.

The PA-1 and PB-1 were powered by ALCO's 16-cylinder 244 diesel engine, with the PA-1 producing 2,000 horsepower. Later PA-2 and PB-2 versions received upgraded power. ALCO's "P" designation identified locomotives intended primarily for high-speed passenger service, although PA and PB units could be found performing a variety of duties. In the marketplace, however, the ALCOs struggled against EMD's E-units, whose 567 engines proved more reliable. As passenger service declined during the 1960s, most PA and PB locomotives were retired and eventually scrapped.

For model railroaders, one of the most fascinating chapters in the PB story occurred on the Denver & Rio Grande Western. As the railroad's steam-generator-equipped passenger locomotives approached retirement, the Rio Grande needed another way to provide steam heat for its remaining passenger trains. In 1965, two retired ALCO PB-1s—D&RGW 6012 and 6002—were rebuilt as steam-generator cars and renumbered 252 and 253. Unit 252 largely served as a backup, while 253 became the more visible of the two.

D&RGW 253 regularly accompanied the Rio Grande Zephyr during the colder months, either supplementing the steam generators in the F units or providing the train's entire steam supply when freight locomotives handled the train. When the Rio Grande Zephyr ended in 1983, 253 moved to the railroad's famous Ski Train, which carried passengers from Denver to Winter Park. In 1980, the former PB received EMD Blomberg trucks after its original three-axle ALCO trucks were no longer necessary—the prime mover, generator, and traction motors having been removed.

The transformation continued in 1987. With the Ski Train being equipped with former Canadian National/VIA Rail lightweight coaches requiring Head End Power, 253 was rebuilt again, this time to provide 480-volt HEP. Renamed "Moffat Tunnel" and later "Joseph G. Harris," the former PB continued powering the Ski Train until dedicated ex-Amtrak F40PH locomotives took over the HEP duties

around 2000–2001. In 2006, the veteran car was sold to the Algoma Central Railway, becoming AC 78 and continued in HEP service on the Agawa Canyon Tour Train.

Today, the ALCO PB has found a renewed life in model railroads. Rapido Trains is now offering pre-orders on a highly detailed HO-scale PB model. Rapido's models feature road-specific details, separately applied grab irons and handrails, etched-metal grilles, detailed underbody piping, and other features. These new models allow the us modelers to reproduce the classic passenger train lash-ups for which these locomotives were designed.



For Rio Grande modelers, the significance of the PB goes beyond its original role as a passenger-train booster. The distinctive silhouette of the former 6002/6012, transformed into D&RGW 252/253, represents an unusual chapter in railroad equipment history—one in which an obsolete passenger locomotive found decades of additional service as a steam and electrical generator. Rapido's PB model will give model railroaders the opportunity to capture the look and character of these remarkable ALCOs, whether in front of a streamlined passenger consist in its original configuration or representing the later Rio Grande era that made PB 253 a true survivor.

Show and Tell

By Tony Pawlicki

This note lays out rules for the **Show And Tell** session/contest at the AUGUST 2026 Pikes Peak Division NMRA meeting. Free-form show-and-tell really has no rules, just do a little presentation. The salvage and resurrection topic is ANYTHING AT ALL that you have rescued from a fate worse than the wastebasket.

This event was announced a bit over two months in advance (in the MILEPOST just before the July meeting) in order to give folks enough time to prepare their entries. For AUGUST, there is a salvage and resurrection contest, topic: ANYTHING AT ALL that you have rescued from a fate worse than the wastebasket.

As a reminder, starting with the June 2024 meeting, we now have two parts to the event:

- The **theme-specific** contest/presentation (for August it is ANYTHING AT ALL).
- **Free-form show-and-tell**, on any topic you choose. This feature was added by popular request - folks had 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 – or even the remains after an unplanned encounter with an uncarpeted floor).
- 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 the April 2023 Milepost.
- To remind us that a salvage and resurrection project need not be a huge effort, **the January 2025 Milepost provided an example (SALVAGING INTERNATIONAL HOBBY CORP. (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.

The Union Pacific 4014 & Other 4-8-8-4's

By David Bristow

For model railroaders, few locomotives evoke as much awe as the Union Pacific "Big Boy." Measuring 132 feet long and tipping the scales at 1.2 million pounds, this 4-8-8-4 articulated steam engine represents the pinnacle of American steam power. While models of No. 4014 grace HO, N, and O scale layouts worldwide, the real-world history of this locomotive—from the Wasatch Mountains to a Southern California museum and back to the mainline—is just as impressive as her scale counterparts.

In the late 1930s, Union Pacific faced a massive operational bottleneck. Freight moving over the Wasatch Mountains between Ogden, Utah, and Green River, Wyoming, required heavy double-heading (using multiple locomotives) and helper engines to conquer the steep 1.14% ruling grade. To streamline operations and handle escalating wartime traffic, Union Pacific's research department teamed up with the American Locomotive Company (ALCO) in Schenectady, New York.

The goal was straightforward: build a single locomotive capable of hauling 3,600-ton freight trains over the Wasatch range unassisted at 20 mph.

- **Built:** Delivered to Union Pacific in November 1941.
- **Manufacturer:** ALCO (Schenectady Works).
- **Designator:** Class 4000 (4-8-8-4 wheel arrangement, simple expansion).
- **Power Output:** Over 6,000 drawbar horsepower, capable of speeds up to 70 mph on flat terrain.

No. 4014 was part of the first batch of 20 Big Boys (numbered 4000–4019). Legend has it that an anonymous worker at the Schenectady shop scrawled "Big Boy" in chalk on the front smokebox door, and the name stuck forever.

As dieselization swept across North America in the 1950s, the mighty Big Boys were steadily pushed into seasonal helper roles. No. 4014 completed its final revenue run on July 21, 1959, having logged 1,031,616 miles during its 18 years of service.

Rather than sending the locomotive to the scrap yard, Union Pacific officially retired 4014 in December 1961 and donated it to the Southern California Chapter of the Railway & Locomotive Historical Society (R&LHS) in 1962.

The locomotive was towed out West and placed on static display at the RailGiants Train Museum located inside the Fairplex in Pomona, California. For over 50 years, UP 4014 rested under the sunny Southern California sky. Paradoxically, Pomona's dry desert-adjacent climate helped preserve the locomotive's sheet metal and boiler shell far better than the harsh winters of Wyoming would have, keeping her in remarkably solid candidate condition for eventual rebirth.

With the 150th anniversary of the Transcontinental Railroad (the driving of the Golden Spike) approaching in May 2019, Union Pacific wanted a centerpiece celebration. In 2013, UP made a deal with the R&LHS to re-acquire No. 4014 in exchange for an operational modern diesel locomotive and historical passenger rolling stock.

In 2014, No. 4014 was towed 1,200 miles back to the famous Union Pacific Steam Shop in Cheyenne, Wyoming. What followed was one of the most complex mechanical restorations in modern railway history:

- **Complete Teardown:** Every component—from the running gear and driving wheels to the cab, air pumps, and brake valves—was stripped, cleaned, and non-destructively tested for fatigue or cracks.
- **Coal to Oil Conversion:** To make 4014 practical for modern mainlines (where coal towers no longer exist and ash disposal is a fire risk), the shop converted her from a coal burner to run on No. 5 heavy fuel oil.
- **Boiler Certification:** Federal Railroad Administration (FRA) regulations required a full boiler inspection, ultrasound testing of plate thickness, and new staybolts.
- **Custom Fabrication:** Because spare parts for a 1.2-million-pound 1940s steam engine haven't existed for over half a century, UP steam crew machinists had to custom-fabricate missing and worn components using original ALCO blueprints.

On May 2, 2019, No. 4014 moved under her own steam for the first time in 60 years. Days later, she double-headed with 4-8-4 Northern #844 to Promontory, Utah, for the Sesquicentennial celebration.

Union Pacific has never officially published the exact ledger for the project, keeping corporate financial specifics private. However, industry experts and rail historians estimate the mechanical restoration alone cost between \$4 million and \$10 million, with some comprehensive program estimates reaching significantly higher when accounting for crew labor, track prep, and logistics over the five-year project window.

For Union Pacific, the investment paid off tenfold in public relations and brand goodwill—creating an operational ambassador that draws tens of thousands of spectators whenever 4014 tours the country.

For detailed footage of the restoration work and the immense engineering hurdles overcome by the Cheyenne steam crew, check out The Big Boy Restoration That Cost \$10 Million and Took 5 Years. This video provides a fantastic deep dive into why experts initially called returning a locomotive of this scale to main line operational status an impossible task.

<https://www.youtube.com/watch?v=7PDq4JILv7M>

Out of the complete 25-unit fleet (numbered 4000 to 4024), 17 locomotives were scrapped between 1959 and 1962.

As Union Pacific rapidly transitioned to diesel power in the late 1950s, the majority of the Class 4000s were retired and placed into line storage, primarily around Cheyenne and Green River, Wyoming. Once declared surplus, they were sold for heavy scrap metal value.

The scrapped units include:

- From the 1941 batch (4000–4019): 4000–4003, 4007–4011, 4013, 4015, 4016, and 4019.
- From the 1944 batch (4020–4024): 4020, 4021, 4022, and 4024.

Aside from No. 4014, 7 other Big Boys survived and are currently on static display at museums across the United States.

The Location of the Remaining Big Boys

Locomotive	Current Location	Historical Note
UP 4004	Holliday Park (Cheyenne, WY)	Preserved in the very town that served as the operational heart of the Big Boy fleet.

UP 4005	Forney Transportation Museum (Denver, CO)	Was briefly used by UP in the late 1940s as an experimental oil-burner, though the test failed and it was converted back to coal.
UP 4006	National Museum of Transportation (St. Louis, MO)	Holds the distinction of logging the highest lifetime mileage of any Big Boy, at 1,064,625 miles.
UP 4012	Steamtown National Historic Site (Scranton, PA)	Preserved indoors; previously considered for operational restoration before 4014 was selected.
UP 4017	National Railroad Museum (Green Bay, WI)	Displayed indoors in a climate-controlled train shed alongside other historic motive power.
UP 4018	Museum of the American Railroad (Frisco, TX)	Saved from scrap by early preservationists and relocated to Texas in the 1960s.
UP 4023	Kenefick Park (Omaha, NE)	The only surviving unit from the 1944 second production batch (Class 4020). It sits on a bluff overlooking Interstate 80 next to a DDA40X Centennial diesel.

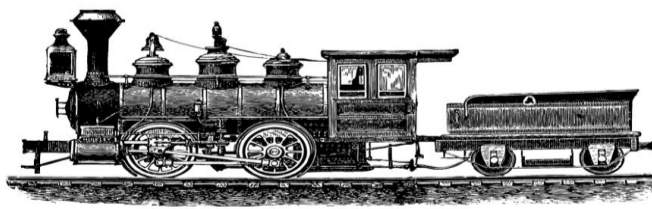
While both orders shared identical dimensions, driving wheel diameters (68"), 300 psi boiler pressure, and 135,375 foot pound tractive effort, wartime material restrictions and operational refinements led to distinct mechanical differences between the two classes.

Technical Specifications Comparison

Feature / Spec	Class 1	Class 2
Locomotive Numbers	#4000 – #4019 (20 units)	#4020 – #4024 (5 units)
Delivery Date	August – December 1941	November 1944
Engine Weight (Working)	762,000 lbs (381 tons)	772,250 lbs (386.1 tons)
Tender Weight (Working)	427,500 lbs (213.7 tons)	436,500 lbs (218.2 tons)
Total Combined Weight	1,189,500 lbs (~594.7 tons)	1,208,750 lbs (~604.3 tons)
Adhesive Weight (On Drivers)	540,000 lbs	545,200 lbs
Tender Water Capacity	24,000 gallons	25,000 gallons
Tender Coal Capacity	28 tons (56,000 lbs)	28 tons (56,000 lbs original)
Boiler Tube Layout	75 tubes (2¼") / 184 flues (4")	212 tubes (2¼") / 73 flues (5½")
Superheating Surface	2,466 sq. ft.	2,043 sq. ft.
Evaporative Heating Surface	5,889 sq. ft.	5,755 sq. ft.

The key mechanical differences between the prewar Big Boys and the wartime ones are:

- **The "Wartime Weight" Increase:** The 1944 batch weighed 19,250 lbs more overall than the 1941 batch. Because the War Production Board restricted strategic alloys during WWII, ALCO could not use the lighter alloy steels present in the original 1941 build. Instead, ALCO had to substitute standard medium-carbon, quenched-and-tempered steel for the rods and boiler plates, requiring thicker, heavier construction to meet structural tolerances.
- **Boiler & Flue Rearrangement:** To accommodate maintenance needs and altered superheater designs, ALCO redesigned the boiler tube sheet layout. The 1944 engines used fewer, larger flues (73 flues at 5½ inches versus 184 flues at 4 inches on the 1941 series). This slightly reduced superheating and evaporative surface areas, but made boiler tube cleanout and maintenance easier for shop crews.
- **Air Compressor Aftercoolers:** On the 1941 order, the air compressor cooling fins were mounted externally on the pilot deck. During harsh Wyoming winters, condensation froze inside these exposed pipes, causing cracked header castings. The 1944 Class 2 engines were built from the factory with heavy cast-iron Wilson aftercoolers tucked safely behind the air pump shields. (Union Pacific eventually retrofitted the 1941 series to match this setup between 1948 and 1952).
- **Tender Capacity:** The Class 2 tenders were built with a slightly enlarged water tank (25,000 gallons vs 24,000 gallons). In the late 1940s, both classes had 10-inch steel sideboards added to their coal bunkers, increasing coal capacity from 28 tons to 32 tons across the entire fleet.



July 2026 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Mark Fuerstenberger at 7:10 in the community room of the Sand Creek Police Station. There were 22 members present and 1 visitor, Jason. He is a local railroader who is looking to downsize so he can concentrate on a 'home road'.

Secretary Report

The minutes of the June meeting were accepted as published.

Treasurers Report

Tony presented copies of the treasurer report. The statement reflected the interest payment and the dispersal to DigiTimber for 3 more months of web site hosting. The statement was accepted as presented.

Announcements

Mark said the PPD picnic at the Palmer Lake Pavilion June 20th was a great success. An invitation was sent to all NMRA members in the area and several did attend. The facility was first class, but the park is very popular on weekends and the parking lot was full, causing some long walks for most members. The Pikes Peak Division who won the NMRA Challenge Cup last year passed it on to representatives of the Sunrise Division who won it this year. Unfortunately, no trains passed by during the event.

Mark had contacted the Cripple Creek Railroad for a Fall outing and found that their standard price is \$21 with discounts for Seniors. The weekend of 12-13 October seemed the best candidate. A quick vote settled on Saturday the 12th. Times to be determined.

Mark mentioned the UP Big Boy, 4014, is returning from the summer trip to the east coast. It will be in Colorado July 27, 28 and 29 enroute to Cheyenne.

He said the planning is underway for a PPD module setup at the Colorado State Fair in Pueblo August 27 to 31. Please let Mark know if you can participate. He had a handout with all of the details for the event. Please confirm with Mark with your intent so that you can be included on the free parking and access pass lists.

The Greeley Proto Rail Show is October 16-17. Many high end vendors are usually in attendance.

There was more discussion about a possible PP Division swap meet in the fall. Howard Smith has contacted the church and confirmed their desire to host the event again. However, since Howard was not present, there was no further discussion,

Program

Charles Marchbanks and Paula recently rode the Cumbers and Toltec Scenic RR. They stayed in Antonito and rode the bus to Chama to start the trip. They had an 8 car train pulled by the 859, the first oil burner on the line. They were very complementary of the ADA accommodations available on the train. The train ran single headed up the west side of the pass. They didn't have to split the power to cross the Lobatto Trestle. However, there were a couple of times that the loco ran low on steam and had to pause to rebuild pressure. The weather was beautiful and Charles had several stills of the yards and equipment present there. He also had many great video sequences of the climb up the

pass and along the canyon. The locomotive did seem to be working pretty hard as the lone uphill power.

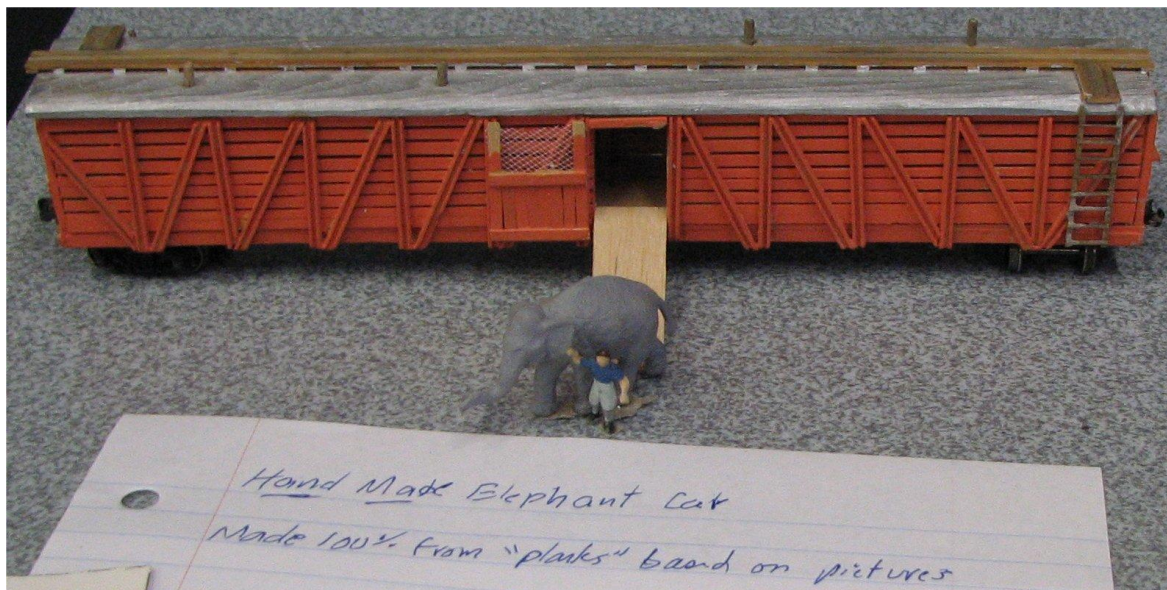
Contest

There were several rolling stock contest entries.

First place went to Paul Petty's scratch built Elephant car, second to Rob Allen's old time boxcar and third to Tony Pawlicki's mechanical refer.

The drawing followed the contest announcements.

The meeting was adjourned at 9:05 PM.

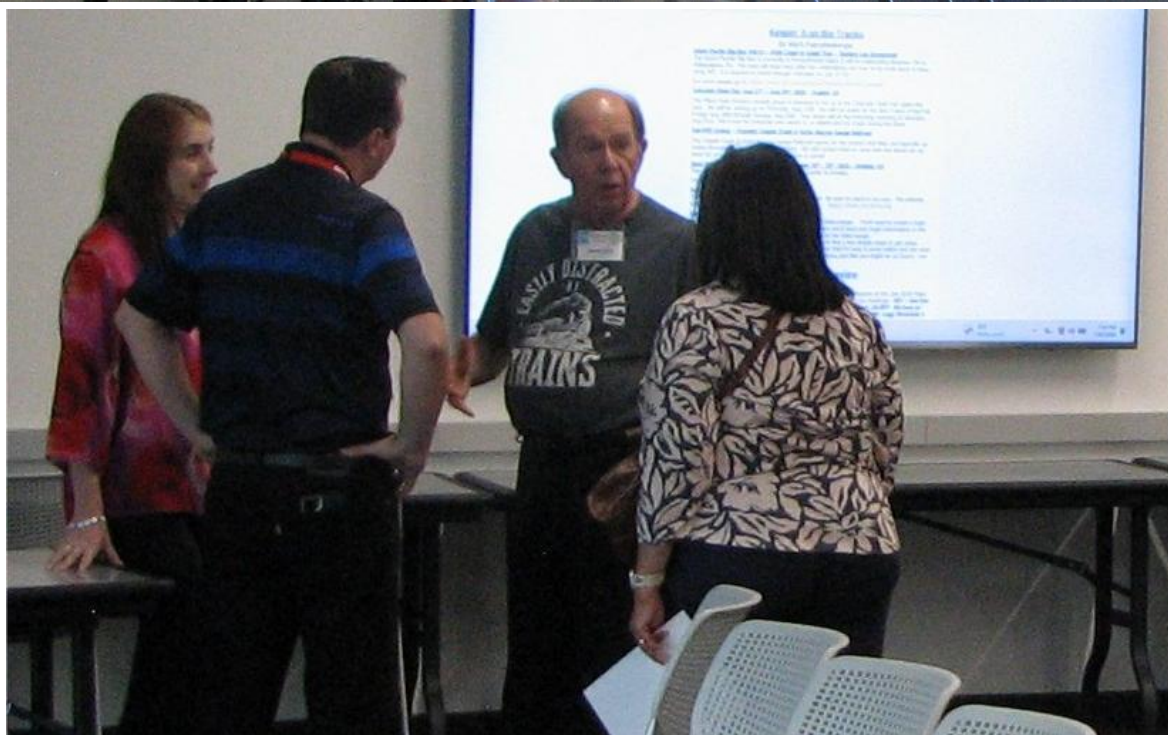




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NORTHERN PACIFIC NPM 546 MECHANICAL REFRIGERATOR
UPGRADING OF ATHEARN "BLUE BOX" KIT (Original Athearn
"Blue Box" kit (rather old: price on box = \$1.98))





Notes from the Siding

By John Emmot

Its been awhile since I made the pages of the MilePost. I guess I have too many things going on to be able to keep up with them all, including naps in front of the TV :>). I have so many projects floating around in my mind. I want to build some steel Pullman Passenger cars, wooden gondolas and finish Dave Gaunt's 4-2-2 loco. The loco is getting the most attention. I also have a couple of Moffat Mikados and Consolidations on my desk.

However, there is a fire by our foot this month. The PPD plans to setup a module layout at the State Fair in Pueblo from 27 to 31 August. I don't know how many modules Mark has for the job. I intend to get mine and Myron's to and from the show. There are three operating days which run from mid-

morning to early evening. It will require members with trains to run to be present for three extended days. It is unlikely that everyone can be there every day. So please work with Mark to find times you can commit to so he can organize a crew. As usual, you do not have to have a module to run trains on the layout. If you are a member with trains, you may bring them and run them. Mark will have the schedule to try to maximize the operations. There is one track for DC and two tracks for DCC. It will require participation from as many people as possible to make it successful.

Dave Naples, in Granby, is making great progress with the museum. The Dumont depot is complete and has received its occupancy approval. In addition to displays, it is the ticket office for the train ride. The train itself should get its final operational approval soon, if not already. The Moffat layout in the museum has the track laid and is ready for the scenery for the Craig portion. I am overdue for a visit to see the results. I wish I had a Star Trek transporter for the trip :-).

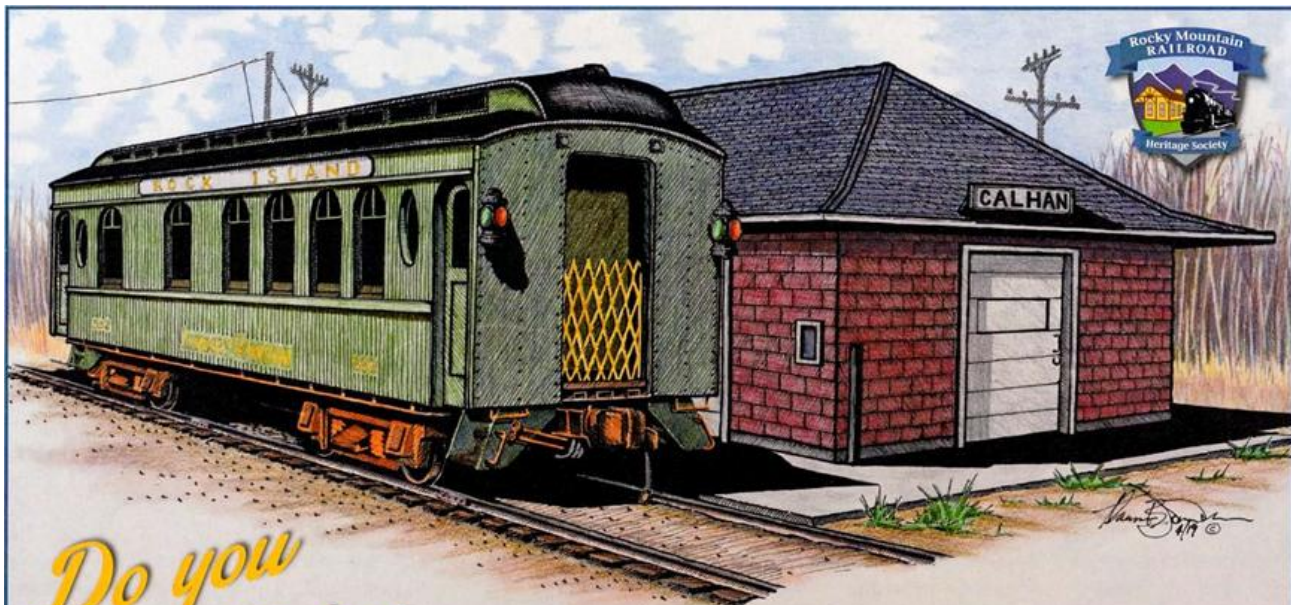
I hope to see a good turnout for the meeting Friday night. We have seen some new faces of modelers in the Colorado Springs area. Make them welcome. If you are a railroader reading this who has not been to a Division meeting, we would love to see you. Come see what we are about.

See ya all 'round the roundhouse.

John

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