



The

# *Milepost*

**Volume 46, Number 6 – June 2026**

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

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



**NEXT MEETING:**

**Friday, June 12<sup>th</sup>, 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 9<sup>th</sup>, 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 13<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

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

### **March 13<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

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

### **April 10<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

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

### **May 8<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

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

### **June 12<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

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

### **July 10<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

### **August 14<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

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

### **September 11<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Photos Proto Program: David Solly

### **October 9<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Photo Model Program: AI and MR

### **November 13<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Loco Steam/Diesel Program: Vintage

### **December 11<sup>th</sup>, 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 6, June 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](mailto:dave@bristow-family.org). Thank you.

## Next Meeting on Friday, June 12

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

- June Elizabeth Maline: The History of the McKee Motor Car & #22 of the Virginia & Truckee Railroad
- July Charles Marchbanks
- August Rya Krickler - Sequel to previous presentation, Colorado's Largest Rail Tragedy
- September David Solly
- October David Bristow – AI in Model Railroading
- November Ken Rambo
- December Christmas Party!

### Editor's Thoughts

If you've ever stood next to a Fairbanks-Morse (FM) H-12-44 switcher or an Erie-built passenger locomotive, you might have noticed they sound... different. While EMDs thrum and Alcos chug, an FM engine has a high-tempo, rhythmic drone that hints at the unique machinery hidden under the hood.

That "unique machinery" is the Opposed-Piston (OP) engine, a design that fundamentally changed the landscape of American diesel power—and it all started with a radical German aviation concept.

The story begins in the early 20th century with Hugo Junkers, a German engineer who wanted to maximize engine efficiency by eliminating the heaviest and most complex part of a standard engine: the cylinder head and valve train.

Junkers developed the Jumo 205, a diesel aircraft engine that featured two pistons moving toward each other within a single cylinder. By doing this, the pistons shared a central combustion chamber.

How the OP Design Works:

- The "Clap": Two pistons move in opposition. They meet in the middle for the compression and power strokes, then move apart to exhaust and intake.
- No Valves: Instead of traditional intake and exhaust valves, the pistons themselves uncover "ports" in the cylinder walls as they move.
- Dual Crankshafts: Because the pistons move in opposite directions, the engine requires a crankshaft at both the top and the bottom, linked by a vertical drive shaft.

Fairbanks-Morse saw the potential of this design in the 1930s. It was power-dense, relatively light-weight, and had fewer moving parts to fail—perfect for the U.S. Navy's submarine fleet, and eventually, the railroad industry.

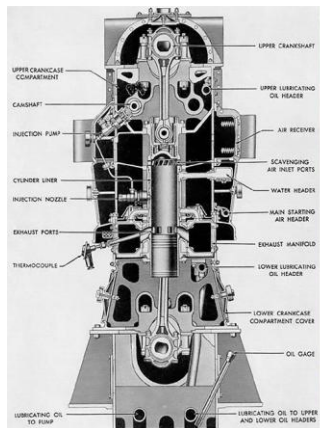
When FM entered the locomotive market in 1944, they brought a "marine-grade" toughness to the rails. The 38D 8-1/8 engine became their flagship.

The impact on the railroad was:

- High Power-to-Weight: FM units often had more "get up and go" than competing EMD or Baldwin models.
- Simple Combustion: No cylinder heads to crack or gaskets to blow.
- Maintenance Complexity: While "simple" in theory, replacing a lower piston required pulling the entire engine or working in extremely cramped quarters.

For modelers, FM locomotives offer a break from the "standard" look of an EMD-dominated layout. Here is how to capture the FM essence on your pike:

- **The Rooftop Silhouette:** Because of the dual crankshafts, FM locomotives often had distinctively tall hoods or unique radiator fan arrangements. Look for the "Train Master" models—the monsters of the 1950s—which were the most powerful single-engine locomotives of their time.
- **Weathering the Stack:** OP engines were notorious for "throwing oil" if they spent too much time idling. On your models, add a bit of glossy black grime around the exhaust stacks to simulate unburnt fuel and oil—a classic FM trademark.
- **Sound is Key:** If you run DCC, ensure you use a sound decoder specifically recorded from an FM 38D engine. The "staccato" beat of an OP diesel is unmistakable and provides an instant atmosphere boost to your layout.



The same engine design that powered your HO-scale H-16-44 switcher was also used to power nearly half of the U.S. Navy's submarine fleet during World War II!

The relationship between the Fairbanks-Morse (FM) engines and the British Napier Deltic is a fascinating case of "cousins" in engineering. While they share the same DNA of Hugo Junkers' opposed-piston design, the British took the concept and folded it into a geometric masterpiece.

If the Fairbanks-Morse engine is a straight line, the Napier Deltic is an equilateral triangle.

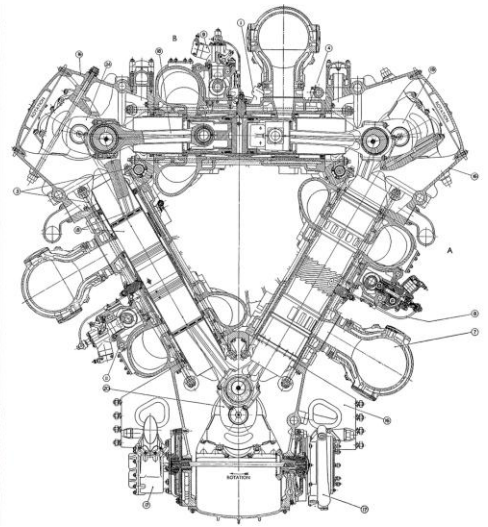
- **The Common Ancestor:** Like Fairbanks-Morse, the British company D. Napier & Son looked at the Junkers Jumo aircraft engines of the 1930s. They even licensed the Junkers technology initially to build their own vertical opposed-piston engines (the Napier Culverin).
- **The Geometric Twist:** During World War II, the British Admiralty needed a high-speed, high-power diesel for Motor Torpedo Boats. To get more power without making the engine impossibly tall or long, Napier engineers decided to "stack" three opposed-piston engines into a triangle (an inverted delta, hence the name "Deltic").

In a Fairbanks-Morse engine, you have two pistons per cylinder sharing a combustion space. The Deltic does the same thing, but because of the triangular arrangement, each of the three crankshafts is shared by two different cylinders.

This created an incredibly compact engine with a power-to-weight ratio that was unheard of in the 1950s. However, it was so complex that British Railways didn't perform "on-site" repairs. When a Deltic engine failed, they simply swapped the entire engine out and sent the old one back to the factory, a philosophy known as "unit exchange."

If you are a fan of unique prime movers, the British Rail Class 55 "Deltic" is the locomotive to look for.

- **The Look:** These locomotives have a bulky, powerful aesthetic with "nose" ends that look somewhat similar to American E-units, but with a distinctly British profile.
- **The Sound:** If you thought the FM sound was unique, the Deltic is on another level. Because it is a two-stroke engine with 18 cylinders (in the full-sized version), it sounds more like a swarm of giant hornets or a vintage fighter plane than a traditional locomotive.



The Fairbanks-Morse is the practical, industrial application of the German Junkers' theory, while the British Deltic is the high-performance, over-engineered "super-car" version of that same theory.

David

## [Keepin' it on the Tracks](#)

**By Mark Fuerstenberger**

**Sherman Hill Train Show & Hobby Expo – June 13th & 14th, 2026 – Cheyenne, WY**

It will be held at Event Center – Archer, 3801 Archer Parkway, Cheyenne, WY

[events@laramiecounty.com](mailto:events@laramiecounty.com) or [shmrcts@gmail.com](mailto:shmrcts@gmail.com)

Sat. 9-5pm Sun 10-3pm

Adults \$10, Kids 12 and under Free.

**PPD Annual Summer Picnic – June 20th, 2026 – 11am – 2pm - Palmer Lake, CO**

We will be holding our annual summer picnic at the Palmer Lake Pavilion on Saturday, June 20th, 2026. We have reserved the pavilion from 10am to 2pm. While you are welcome to arrive anytime, we will plan lunch for around 11:30am. Please bring a potluck item to share for lunch. There will also be a Cornhole Bean Bag Toss game for those that would like to play. Extra chairs are encouraged.

**Address: 114 Oakdale Dr, Palmer Lake, CO 80133** – Pavilion is located on East side of Palmer Lake.

**Union Pacific Big Boy #4014 – 2026 Coast to Coast Tour – Eastern Leg Announced**

The Union Pacific Big Boy has now announced dates for its East coast leg of its coast to coast tour this year in 2026. The train will leave Cheyenne, WY on May 25th and head east where it will travel clear to Philadelphia, PA for July 4th celebrations before making its way back home to Cheyenne. As a note, it will travel through Colorado on July 27-29.

For more details go to: <https://www.up.com/about-us/history/steam/schedule>

**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.

## Fall PPD Outing – Possibly Cripple Creek & Victor Narrow Gauge Railroad

The Cripple Creek & Victor Narrow Gauge Railroad opens for the season mid-May, and typically operates through the first weekend in October. We will contact them in June, and see about our options for scheduling an event in the fall. More to come!

## 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

**SORRY, no drawing this month- I'll be unavailable (family issues).**

**See you all in July!**

## June Wavy Rails

By Joe Costa

I had Steve Tesner make a 4 slot t-trak carrier for me. The modules are not done yet.

The top module represents a small town.

The second module represents a Campground, Gator Lake. I need to order and assemble the bridge which we run across the front of the module. Alligators and snapping turtles will inhabit the lake.

There will be cabins on the sides of the lake. Excuse the crude garage background on the first picture.





The third module shown represents Rancho de Taos. The church on the left is San Francisco de Asis. The fourth module will let us spread out the town a little more. I still plan on spreading out the town a little more. I will have a HO scale model of it. I had filled the cavity in the center of the pueblo. I will create a Ho scale model of the pueblo for the home layout. This pueblo is actually my nemesis. I did not paint the plaster of Paris I used to fill the cavity in its center. Microscopic airborne particles in the dead of night assaulted me. When they removed the bulb a week later it was rather traumatic. I did have another nosebleed nowhere near as bad as the original episode.

## [The Homestake Mine in Lead, SD](#)

**By Mark Fuerstenberger**

At the 2026 Rocky Mountain Region convention in South Dakota, we had the opportunity to go and learn about the Homestake Mine located in Lead, SD. We were given an hour long presentation from a former miner and historian of the mine, followed by a tour of the massive hoist house.



The Homestake Mine was one of the most important gold mines in American history. Founded during the Black Hills Gold Rush in 1876, the mine became the largest and deepest gold mine in North America and played a major role in the economic development of western South Dakota. For more than 125 years, the Homestake Mine shaped the culture, economy, and identity of Lead and the surrounding Black Hills region.

The mine began after 2 brothers discovered gold-bearing rock in the northern Black Hills shortly after Lieutenant Colonel George Custer's expedition announced the discovery of gold in the area. The Manuel brothers sold their claim to mining investors George Hearst, Lloyd Tevis, and James Ben Ali Haggin, who organized the Homestake Mining Company in 1877. Under their leadership, the mine rapidly expanded into a major industrial operation.

As production increased, the town of Lead grew into a thriving company town built around the mine. Thousands of immigrants from Europe and other parts of the United States came to work underground or in supporting industries. By the time South Dakota became a state in 1889, Lead was one of the largest cities in the state. The Homestake Mining Company helped build homes, schools, libraries, and recreation facilities for workers and their families.

Moving the gold ore was accomplished with the use of air operated trains and shovels. Deep in the mine, they installed high-pressure air piping as a way to supply air to operate the trains that moved the gold ore. This piping system operated at 1,000 psi and could recharge the locomotives in minutes.



The Homestake Mine became famous for both its size and productivity. Over its lifetime, the mine produced more than 40 million ounces of gold and extended more than 8,000 feet underground, making it the deepest mine in the Western Hemisphere before its closure. Mining operations continued through economic booms, depressions, and two world wars, providing stable employment for generations of miners.

In addition to mining, Homestake became important to science. During the 1960s, physicist Raymond Davis Jr. conducted groundbreaking experiments deep underground in the mine to study solar neutrinos. His work helped solve major questions in particle physics and later earned him the Nobel Prize in Physics in 2002.

The mine ceased operations in 2001 due to declining gold prices and rising operating costs.

The Barrick Gold corporation (which had merged with the Homestake Mining Company in mid-2001) agreed in early 2002 to keep dewatering the mine while owners were negotiating with the National Science Foundation (NSF) over the mine as a potential site for a new deep underground laboratory (DUSEL). But negotiations were slow and maintaining the pumps and ventilation was costing \$250,000 per month. The owners switched the equipment off on June 10, 2003 and closed the mine completely.

Although mining ended, the site did find a new purpose as the Sanford Underground Research Facility (SURF), a world-class scientific laboratory dedicated to research in physics, geology, and engineering. The Homestake Mine was selected in 2007 by NSF for DUSEL, and in June 2009 researchers at University of California Berkeley announced that Homestake would be reopened for scientific research on neutrinos and dark matter particles.

In 2010 NSF decided to end DUSEL funding, and the site was transferred to the Department of Energy (DOE) in 2011 as the Sanford Underground Research Facility (SURF). Scientists use the deep underground environment because layers of rock shield experiments from cosmic radiation and other background interference that can affect highly sensitive scientific measurements. Located nearly a mile underground in the Black Hills of South Dakota, SURF provides an ideal setting for studying dark matter, neutrinos, and other rare subatomic particles.

Today, SURF continues this scientific tradition through the Deep Underground Neutrino Experiment (DUNE), one of the world's largest particle physics projects. In DUNE, powerful beams of neutrinos are generated at Fermilab near Chicago and sent 800 miles through the Earth to detectors located deep underground at SURF. Scientists hope to learn why the universe contains more matter than antimatter and to better understand how neutrinos behave. The project may also provide clues about supernovas and the evolution of the universe.

In conclusion, the Homestake Mine remains an important symbol of South Dakota history. Its legacy can still be seen in the town of Lead, the historic buildings constructed during the mining era, and the scientific discoveries that continue beneath the Black Hills. The mine represents both the opportunities and challenges of the American gold rush era and remains one of the most significant mining sites in United States history.

## Show and Tell

**By Tony Pawlicki**

This note lays out rules for the Show And Tell session/contest at the JUNE 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 May meeting) in order to give folks enough time to prepare their entries. For JUNE, 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 June 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.



## May 2026 Minutes

**Secretary, John Emmot**

The regular monthly meeting was called to order by Superintendent, Mark Fuerstenberger at 7:00 PM in the community room of the Sand Creek Police Station. There were 21 members present and 2 visitors, Jim Victor and his wife Debbie returned.

### **Secretary Report**

The minutes of the May meeting were accepted as published.

### **Treasurers Report**

Tony had hardcopies of the treasurer report. The statement reflected the corrected interest payment, drawing and the TECO distribution. The statement was accepted as presented. Tony expressed his gratitude to TECO.

### **Announcements**

- Mark noted that David Gaunt was experiencing some medical issues.
- Charlotte has been under the weather.
- Charles wife is currently in a rehab unit.

Mark said that Amber's surgery went well. She was at the meeting and has gone back to work.

### **Old Business**

The PPD picnic will be held at the Palmer Lake Pavilion from 10-2 on June 20th. The Division will provide some kind of 'main course' while the members are asked to bring a pot luck dish. They may vary from deserts, sides or other main offerings. Plan to eat around 11:30.

A Fall outing to Cripple Creek in September or October is still in the exploration stages.

### **New Business**

- Mark reminded folks of the swap meet in Denver May 9th, Rides on Interurban car No 25 at the Denver Federal Center on May 9th, Prospecting at the Mother Lode Train shop in Denver on May 9th.
- The RMR Convention is in Rapid City, South Dakota starting on May 13th.

- The UP Big Boy, 4014, will leave Cheyenne to start their east coast tour on May 25th. It will be in Philadelphia on July 4th. Check the UP website for details.
- The Sherman Hill Show in Cheyenne, Wy is June 13-14.
- He brought up the possibility of a PPD module setup at the Colorado State Fair in Pueblo about August 27 to 31. It will depend on confirmed availability and Division participation. Please let Mark know if you can help.
- The Greeley Proto Rail Show is in October. Many high end vendors are usually in attendance.
- There was also discussion about a possible PP Division swap meet in the fall either at the Church on the west side or at a new venue Kristin found. Kristin will check on the availability of the new place (a Dist 2 school).
- The DS&P Convention is June 16-18 in Leadville. See their website.

### Show and Tell

There was no show and tell. There were two display items. A framed diorama by Howard Smith and a HO scale Mikado painted for the Moffat Road by John Emmot.

The door prize drawing was held before the program.

### Program

Mike Peck Presented his program on the Short Line from Colorado Springs to Cripple Creek. It started life as the Cripple Creek & Victor Electric line from 1897 to and 1901. It expanded as the Colorado Springs & Cripple Creek District Railway from 1901 to 1922 when the mine owners wanted to control the transportation of their ore to the mill. The closed the presentation with family photos from when his grandfather and father worked for the Railroad.

### Contest

There were no entries in the model contest.

The meeting was adjourned at 8:28 PM.



## PIKES PEAK "N"GINEERS MODEL RAILROAD CLUB

By Mike Peck



The first club car. The second club car.

## **Superintendent's Corner**

Hi Everyone

The Blue yard is working on both ends on 3, 4, 5, 6, on dcc only for now, will try and get the dc side figured out. Still have some work to do on the leads for yard tracks 1 & 2 coming from the Bob LaHair Module. All the yard tracks in the yard need to be cleaned for more reliable operation. We have tested the crossovers from the red line to the yellow line to the blue line and they all work great. (Just don't forget to throw the switch back after your train has cleared them, like I forgot to do the day I was testing them. lol) Once we get the blue yard finished, we will start working on the red yard and get it figured out.

Another thing I would like to do is plan a workday at the club once or twice a month to work on the track without running trains. Saturdays should be for running trains and promoting this great hobby of ours to the public. I don't want the people working on the track to be dodging trains at the same time. I would also like members to come in and work with Mike on how to replace track, how to clean switch points, how to wire track, basically pick Mike's brain on how to do what he does so he is not the only one fixing everything all the time. I would also like to get members involved in setting up the traveling layout so it's not on Mike to do all the time.

Also, a reminder to all members that we need as many modules as possible for the Colorado Country Christmas Show in November. The Club has blank modules for sale; you can get with Mike for information on those. Now would be the time to get started on one or two.

The June Board Meeting is on June 1st, and the Business Meeting is on June 19th both meetings are at 5:30 pm at Perkins on Platte at Chelton, anyone is invited to join us for the Meetings. I would especially like to see as many members as possible at the Business Meetings every month.

That's all for now

Thanks Brian

## **Sherman Hill Show**

Chris, Mary & I will leave for Cheyenne on Thursday June 11 at 9 am from our house. I want to drop off the trailer before going to the hotel. Dave & Lee, and Glenn will be coming up on Friday with their modules.

Friday's plan – Chris & I will start the set-up of the layout leaving room for the other eight 24" modules. Then we'll work on the sales tables until the others arrive. If the Estes Park group show up, we'll have room for them as well.

## **Dinosaur Resource Center Show**

The club has voted on attending the July 11, 12, & 13th show in woodland Park. When we get closer to show time, I'll send out more information. Friday July 11 will be the set-up day, and I will have the time for this next month.

The club will be attending another show on September 19 & 20. This will be the first time we have done two shows at the Resource Center.

## **North Platte Golden Spike Show**

The cutoff for this show was June 1st and only two club members were interested in going. Mary & I will not be going as we need the break, so not this year but 2027 may be a better option.

## **Club Room Activities**

Every Saturday during run sessions some of the members have been working on getting the yards working again. The blue yard is almost completed. Most of the track issues were dirty points and

some damaged rail joiners. We had Lester down to help figure out what I did wrong with the wiring for the red yards. That work will continue on a later date, probably during the week when no one is running.

Another project we'll be working on is getting the green line connecting to the blue yard line operational. The plan here is to add drops from the green line down to the track and hide the wiring via drain spouts. We could use some of the younger members to help with this as their backs are in better shape than us old geezers.

We had a couple of trains come by, the first the usual SB coal train. Then later a NB mixed freight train. You guessed it we went outside to watch it go by.



The first three BNSF locomotives. One of several graffiti cars.



Here we have Casey, Brian, and Steve watching the train go by.



More graffiti cars, some of the work is impressive.



Coil Car and grain hoppers. The pushers.

### **“N”Gineers Editor’s Notes**

As you can see from Superintendent’s Corner, Brain has tasked me with teaching some or all the membership about track and switch maintenance and repair or replacement. I’ll add the first tutorial after my notes on repairing Atlas flex track.

We’ll be setting up a work session where we’ll be adding drops from the green line down to the blue yard so we can use the up and down ramps. This will be a hands-on session, and I’ll be there to assist in the process so be looking for when this is scheduled.

Hope you noticed that I started off the June Railhead with the first and second run club cars. The exciting news is the club is planning on making another club car. The car committee is working on the final designs. One plan is to make four different cars. Two cars with the blue logo and two cars with the white logo and two different colored cars. We’ll see what the committee comes up with.

## Damaged Track Replacement Tutorial



The above photo shows a kink in the joint of the green line main. I have put a few band aids on this over the years but now it needs to be properly repaired.



First step was to add water to the track and ballast and let sit till the ballast was loose. For the second step I cut out enough track to make the proper repair. Then I removed the track section. Next, I

used an old putty knife to remove the wet ballast and smooth up the base. Using a pair of needle nose pliers, I removed the first tie of the existing track. I also removed any of the plastic under the rail to make room for rail joiners later. Then I used a small file to file under each rail section to remove any burrs from my cut.

My next step was to place a section of new track into the opening. Then I cut the new track so that it was about  $\frac{1}{4}$ " longer than the opening. Then I placed metal joiners on the existing track and trimmed off enough ties so that I could place the new track section in place on one end. Then I used the new track section to make a final measurement of the length of the track I would need.



To make this measurement, I bent the new section of track to align with the end of the rails I would be attaching to. Then I used rail nippers to mark the sections of rail to be removed. Then I removed the new track section and cut off the unwanted rail and filed off any burrs so the metal joiners would slide on more readily.

(Note): In the photo above, the track on the left side was loose from the ballast in order to make easier adjustments in placing the new track.

I curved the new track into the final position while attached to the old rail, and placed a nail in the old track to keep it in place, Then I placed the new section of track in place. You'll notice in the photo above that I still have a kink on one end. The kink is the result of the new track section being a little longer. The top rail in the photo is the rail that slides and should be on the outside of a curve.



I gently moved the new track section to get the correct curvature of the track, and drilled and placed nails in the ties keeping the track curvature in alignment.

After we test the new alignment with some steam locomotives and it proves to be fixed, I'll solder the rail connectors in place. Then I'll add new ballast and glue down.

## Club Merchandise for Sale

The club has blank T-TRAK modules for sale. The 12-inch module sells for \$25.00 each, with track - \$35.00 each, and with track and power plug \$43.00 each.

The 24-inch module sells for \$35.00 each, with track \$50.00 each, and with track and power \$60.00 each, these are the member prices. These are in stock so arrange it with Mike to get what you need.

If you need inside, outside corners, end caps or "T-junctions you can order those from Steve,

Here are some additional club items for sale. Club ball caps for \$10.00 each, club stickers (blue logo) \$5.00 each, as well as some miscellaneous club shirts and jackets. Check with Mike about these.



Plastic storage \$1    X-Acto tools \$10.00    Xtra hands - \$5.00



For someone who likes a challenge, here are four wood kits and only one has plans, work with Mike on price



11 car Zephyr set \$200.00    Super Chief starter set \$180.00 Mike likes to haggle so get with him to work out a price!

As I get a chance to take more photos of stock items I'll get them sent out. The club does have a large number of buildings, assembled and kit form. There are two boxes of miscellaneous scenery items, ballast, sand, grass, shrub, and other items. Some are opened and use others are new, too many to photograph so get with Mike to look at what is available and work out a price.

## The Lighter Rail

By Kristin Phillips



**First Annual  
June 4th, 2026  
at River Fort Ranch**

Joe and I had a fun adventure on Thursday, June 4<sup>th</sup>, when we traveled to Greeley, CO for the first annual Colorado Model Railroad Museum Hobo Dinner held at the River Fort Ranch just east of Greeley. It was a blast! The venue was an elegant, barn-like, rustic structure (if those words can go together) with an open-air patio. The weather was perfect, the atmosphere was lively, and the food was yummy. We had a buffet dinner of roast beef, mashed potatoes and gravy, green beans, and garden salad with yummy cookies for dessert.



Tim McMahon, the museum's head hobo "Trackside" and Michelle Kempema opened the program with a very interesting education on what constituted a hobo. I thought hobos, tramps, and bums were interchangeable terms. Little did I know there was a difference. Since I didn't take notes, and I wanted to explain the terms correctly, I went to Google to capture correctly what Michelle taught the dinner guests.

## Hobo

A hobo is a historical term for a migratory worker in the United States. Originating around the late 19th century, hobos traveled by hopping freight trains to seek seasonal employment across the country. Unlike tramps or bums, true hobos were defined by their strong work ethic and desire to work. [1, 2, 3]

The origins of the word "hobo" (first surfacing around 1890 in the American West) are hazy. Popular theories suggest it is an abbreviation of "homeward bound", "homeless boy," or "hoe-boy" (referring to the agricultural tools they carried).

### The Hobo vs. The Tramp and The Bum

Within their distinct, self-identified subculture, traveling wanderers were traditionally broken down into three strict categories:

- **Hobo:** A migrant worker who travels and actively seeks out work.
- **Tramp:** A wanderer who travels but avoids working whenever possible.
- **Bum:** An individual who neither travels nor works.

In essence, hobos were one of the country's first itinerant workers.

### There was a strict Ethical Hobo Code of Contact.

From the website Cyber Hobo, Life is the Journey <https://cyberhobo.com/hobo-ethical-code/>

"An ethical code was created by Tourist Union #63 during its 1889 National Hobo Convention in St. Louis Missouri. This code was voted upon as a concrete set of laws to govern the Nation-wide Hobo Body; it reads this way:

1. Decide your own life, don't let another person run or rule you.
2. When in town, always respect the local law and officials, and try to be a gentleman at all times.
3. Don't take advantage of someone who is in a vulnerable situation, locals or other hobos.
4. Always try to find work, even if temporary, and always seek out jobs nobody wants. By doing so you not only help a business along, but ensure employment should you return to that town again.
5. When no employment is available, make your own work by using your added talents at crafts.
6. Do not allow yourself to become a stupid drunk and set a bad example for locals' treatment of other hobos.
7. When jungling in town, respect handouts, do not wear them out, another hobo will be coming along who will need them as bad, if not worse than you.
8. Always respect nature, do not leave garbage where you are jungling [staying].
9. If in a community jungle, always pitch in and help.
10. Try to stay clean, and boil up wherever possible.
11. When traveling, ride your train respectfully, take no personal chances, cause no problems with the operating crew or host railroad, act like an extra crew member.
12. Do not cause problems in a train yard, another hobo will be coming along who will need passage through that yard.
13. Do not allow other hobos to molest children, expose all molesters to authorities, they are the worst garbage to infest any society.
14. Help all runaway children, and try to induce them to return home.
15. Help your fellow hobos whenever and wherever needed, you may need their help someday.
16. If present at a hobo court and you have testimony, give it. Whether for or against the accused, your voice counts!

There were also hobo symbols:


From CoPilot:

**Hobo symbols were a secret code used by itinerant workers to communicate safety, resources, and warnings to fellow travelers.**









Hobo symbols, also known as the **hobo code**, were markings made on fences, trees, buildings, and sidewalks to guide other hobos. These symbols conveyed information about food, shelter, work, danger, and kindness in a discreet and easily recognizable way, allowing travelers to navigate towns safely and efficiently without direct communication [wikiphow.com+1](#).

## Historical Context



Hobo symbols emerged in the late 19th century and became widely used during the Great Depression, when millions of Americans traveled in search of work and

sustenance  [logodesignlove.com](#). Hobos relied on these symbols to avoid danger, find food, and locate friendly households. They were often drawn with chalk, coal, or scratched into surfaces, and the system was passed along orally and visually among travelers [Owlcation+1](#).

## Common Hobo Symbols and Their Meanings

- **“Cross**: Indicates free food is available; a cross with a smiley face could also mean free medical care [wikiphow.com+1](#).
- **Cat**: A kind or sympathetic woman lives here who may offer help [wikiphow.com+1](#).
- **Circle with an X inside**: Safe to receive a handout or assistance  [countryadventures.net+1](#).
- **Two interlocked circles**: Warning that police are unfriendly or that hobos may be jailed  [countryadventures.net+1](#).
- **Triangle with a cross**: Food is available in exchange for work [wikiphow.com+1](#).
- **Horizontal zigzag**: Beware of a barking dog  [logodesignlove.com](#).
- **Square missing its top line**: Safe to camp in that spot  [logodesignlove.com](#).
- **Wavy line above an X**: Fresh water and a campsite nearby  [logodesignlove.com](#).
- **Three diagonal lines**: Not a safe place  [logodesignlove.com](#).
- **Top hat and triangle**: Indicates wealth in the area  [logodesignlove.com](#).
- **Open hand with arrows**: Alms or help are given in the houses indicated  [ssoih.com](#).



- **Inverted ladle or cup:** Town is dry; alcohol is prohibited  [ssoih.com](http://ssoih.com).
- **Upright ladle or cup:** Alcohol is available; saloons are present  [ssoih.com](http://ssoih.com)."

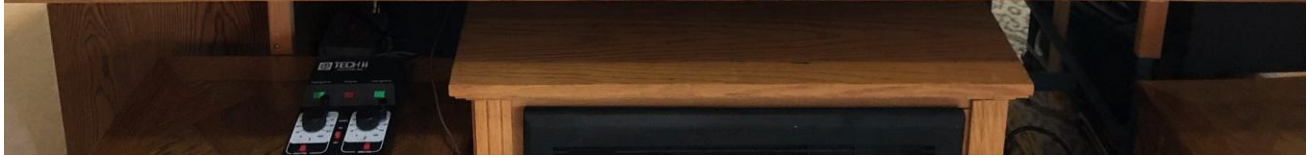
After an informative education on hobos and a scrumptious dinner there was a live auction and door prize drawings. The money raised will continue the programs of the CMRM.



**Two Disreputable Hobos**

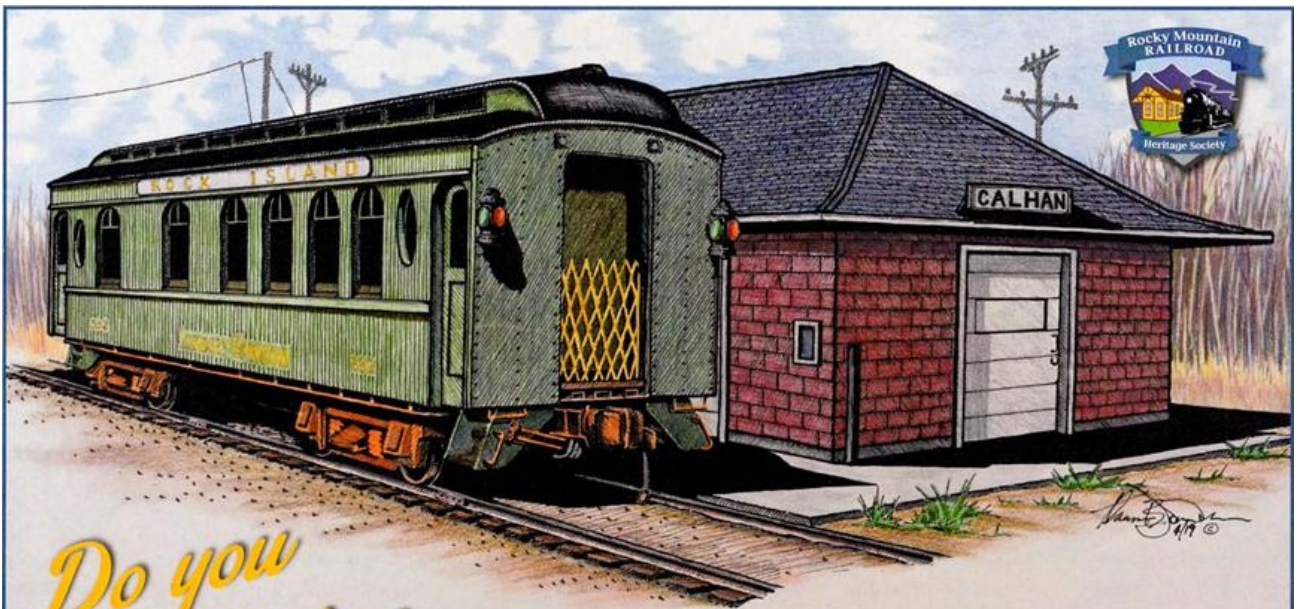
## Advertisements

David Solly has an HO Scale model railroad layout that is looking for a new home. The layout is roughly 5' X 8' and is near museum quality in scenery. It is set up as DC, but could be DCC. It is dual track, with figure 8 crossing tracks. Price is negotiable. Folks who are interested or want more information can contact me at (719) 338-8995 or [drdsolly@gmail.com](mailto:drdsolly@gmail.com).









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