



The Milepost

April 2018
Volume 38
Issue #4

BNSF Grain Train



NEXT MEETING: Friday, April 13th, 2018 at 7:00 PM at the Sand Creek Police Station, 4125 Center Park Drive, Colorado Springs, Colorado (southeast of the intersection of Fountain and Academy Boulevards).

PROGRAMS NEEDED FOR MONTHLY MEETINGS

By Charalee Topinka

Everyone who is a model railroader, has a technique or a way of doing projects that is known only to him or her. A clinic can be anything that pertains to model railroading. It could be anything, maybe a material that no one but you have thought of. Have you made a special tool to make life easier to achieve what you want to accomplish? Everyone has different ideas on how to do things.

For Pikes Peak Division monthly meetings, a clinic or presentation of about 30 or more minutes would be greatly appreciated.

Please contact me, Charalee Topinka, at (719) 646-2783, or at charaleetopinka@yahoo.com, and always give me a telephone number so that I can call you back.

I wish also to thank all the presenters for their time and efforts as presenters for the Pikes Peak Division.

This Month's Presentation:
Mel McFarland will be giving
a historical presentation on the
Colorado Midland Railway
in Ute Pass!

Don't Forget:
If you have any model railroad cars, models,
books, etcetera, that you don't want, consider
donating them to the monthly meeting raffle
to help raise money for the Division!

INFORMATION

The Milepost is published monthly and is the official journal of the Pikes Peak Division, of the 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, 4125 Center Park Drive (southeast of the intersection of Fountain and Academy), Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We'd love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroad activities.

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Cover Photograph: Three BNSF locomotives pull a very short grain train, heading southbound, on the Joint Line, on the west side of Interstate 25, between Castle Rock and Larkspur, on Monday, March 26th, 2018. Photograph by Michael Murdock.

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SUPERINTENDENT'S NOTES

By Joe Costa, Superintendent of PPD-NMRA

On Track For TECO 32—This Month, April 28 & 29

TECO signed up with Chapel Hills Mall to use the Upper Level Event Center for our April 28/29 Train Show. There will be more space for vendors, layouts and exhibitors and much easier access logistics. The TECO Board is working very hard to make TECO 32 bigger and better than ever. Visitor access will be from inside upper level of the wall—that's the Mall train level!

The Mall was recently sold and has a new owner (same as Citadel) and new management. But we're still on track!

Drones, Photography and Railroad Property

Safety near trains is something I care about as an Operation Lifesaver Volunteer. Drones with video cameras are tools which can capture some very captivating footage near railroads.

Here is some official information on the topic from Union Pacific:

Union Pacific Policy For Photography And Video Recording

Safety is of paramount importance to Union Pacific Railroad. Taking pictures or video while on Union Pacific property is dangerous, so when taking pictures or video of Union Pacific Railroad trains or structures:

- Stay off Union Pacific Railroad property. This includes tracks, bridges, buildings and signal towers.
- At passenger stations, Amtrak and Union Pacific's commuter partner guidelines must be followed.
- Obey all safety rules, regulations and instructions provided by law enforcement and Union Pacific employees.

Violators are subject to a citation for trespassing on Union Pacific Railroad property. Union Pacific will seek removal from publication any photograph or video that violates this policy.

Unmanned Aircraft Systems (Drone) Policy

Unmanned aircraft systems (or "drones") flown for commercial or recreational purposes must adhere to the following:

- Union Pacific Railroad operates in a safety-sensitive environment. Never operate a drone in a manner that could distract or otherwise endanger yourself, Union Pacific employees, equipment or the public.
- All drone pilots must operate in compliance with applicable Federal Aviation Administration (FAA) regulations and safety guidelines. Flying a drone in a reckless manner is a violation of federal law and FAA regulations and could result in civil fines or criminal action.
- Drones may not take off from, land on or fly over Union Pacific property unless the pilot is authorized to do so in writing by a specific agreement with Union Pacific.

Others railroads probably have similar policies. One YouTube poster was allegedly reported by another to BNSF police who paid him a visit. (BNSF uses drones for safety inspections on their lines.)

I have a couple of YouTube videos I downloaded, from this year, of the La Castaneda Hotel in Las Vegas, New Mexico. One of the videos is from a drone clearly crossing BNSF tracks. Both videos were from professional companies. Presumably, that "pilot" had permission.

Train Vs. Car at Royers And Las Vegas

Yet another incident at Royers and Las Vegas, sigh, where a car got stuck on the tracks. According to *The Gazette* Marketing Director, Brad Doll who happened on the scene and helped get the driver to safety just before the train totaled it, "The train wasn't fazed when it hit the car. It was like it hit a mosquito." The BNSF was contacted immediately by Brad but not soon enough to stop the train. Seconds count.



Immediately, when something is going wrong at a crossing, call the number on the blue sign and report the crossing number (both 800 number and crossing ID varies by crossing). Unfortunately, not everyone has gotten the message.

3-D Printing The La Castaneda Tower



My first design got rejected out of hand by the software before it even printed. The Afina 3-D printing program detected some kind of void or thin spot in my model when I tried to re-scale it to what I thought was the right size — so I was sent back to the "drawing board".

I went back to my computer and embedded a rectangular base into the bottom of the roof with a rectangular hole in the middle.

The "Papa Bear" the green building on the right, was my first printout. It took two hours and cost about \$2.50. There was lots of 3-D printed supporting structure under and surrounding the tower. In addition to the fact that you could actually drive an HO scale car through the arches, there was an issue with the roof. The gap you see is where the roof was only one filament diameter thick and as the print head extruded filament it actually pulled up the edges of the roof — a little more "pagoda style" than I had in mind.

I went back home and did a partial redesign (which you see as the two printouts on the left). I broke apart my model in two pieces and totally redesigned the roof. This time, I created a solid pyramid and then used a big cylinder on each side of the roof to cut out a curved area. I set the pyramid directly on the design grid. I assumed (correctly) that there would be no wasted supporting structure for that part. I took the arched portion and set it upside down on the grid.

Returning to the Makerspace, I re-scaled the pair of objects (incorrectly) and ended up with the output on the left that took 20 minutes and cost ten cents — no supporting structure for them either.

My problem with the scaling was because I assumed that when the print program preview showed me dimensions, it was giving me the

dimensions of the individual component. Actually, it was giving me the dimensions of the pair of them. So “Baby Bear” was a great proof-of-concept — and might have been great for N-scale.

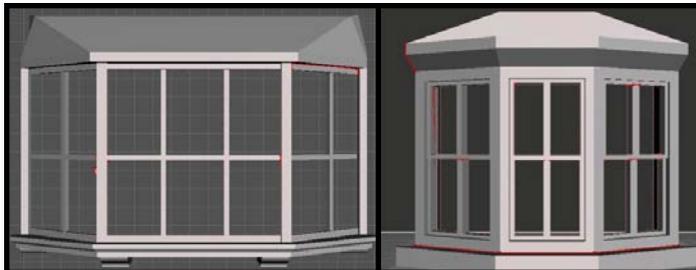
I returned to the electronic drawing board one more time. In looking back at my prototype picture, I noticed that those buttresses do not appear to go all the way up to the roof. I lower them a little and reprinted them again. This time it took 45 minutes and about \$1.50, and there was a small amount of structural support below the buttresses. What was interesting was that because the flat portions of the objects were directly on the grid it was a challenge to pry them off with the spatula when the print job was done.

If you look very closely you can see that those buttresses are actually hollow. I suspect that is because they are not quite three-filament diameters thick. If I reprint the tower again, I might make it 20% larger.

It turned out that the almost but not quite right tower I ordered online arrived after I printed out “Mama Bear” and has an identically sized arch.

Supporting the tower in the prototype is a brick structure with a white concrete grill. I tried to use the 3-D printer for the grill but it was too fragile. I found a plastic guard rail that is a close sub for the real thing. After placing the tower on its pedestal, I did a little more re-scaling and reprinting of the tower and its roof. Trial and error is very much what 3-D printing is about.

The La Castaneda has a number of bay windows. I downloaded a couple of designs for free from Thingiverse.com and re-scaled and printed them out. Unfortunately, the muntins were just too fragile. Will just have to design thicker ones on my own. Design drawings always look better than the real thing.



I also needed 5 pairs of steps around the building. Being able to change dimensions in the design program was very helpful. The wood behind the steps represents the “platform” that the hotel sits on. In the real life renovation going on this year, the steps are being totally rebuilt.



I have thought about getting an inexpensive 3-D printer. They are sensitive to being totally level and they do seem to need a bit of cleaning and maintenance. Perhaps that is left best to the experts. I did get a chance to go up to the 21C Library which has all the equipment you can think of and use the 3-D scanner but we’ll save that for another column.

NMRA Regional Convention Website Is Up

You’ll have to download the form, fill out the form, add your check and mail it in old school style. Kristin and I are both going to Cheyenne, Wyoming.



MEETING MINUTES

For March 9th, 2018 Monthly PPD Meeting

Called to order by Superintendent Joe Costa at 7:00 PM. Attendance: 30.

Visitors: Gary Myers — RMR, Justin Redmond, Kevin Riggs, and Richard Lehmann.

February Minutes Approval: approved as presented in *The Milepost*. John / Tony passed.

Treasures Report Approval: Approved as read. Dusty / Kristin, passed.

Contest – Train Station or Freight Station

1. John Emmott – Scratch Built Log Station
2. Dennis Snyder – Stucco over Brick Freight Station
3. Rob Allen – Chicago Alton Depot
4. Wade Mountz – Super Detailed Rural Kansas Frame Depot

Gary Myers came down from Aurora to present a Certificate of Achievement to Don Bailey for Model Railroad Author.

Kristin Phillips talked about a Boy Scout Camp “Camp card” fund-raiser, offering discounts at various places.

Miss Marchbanks presented her Girl Scout Cookie sales pitch ... [If she didn’t sell out, she should have. — Robert]

Gary Myers spoke a little on the Regional Convention in Cheyenne. See flyer on line, there is a Description Page and a Registration Page. Friday night set-up.

Amber and Mark Furstenburger received certificates for their help at the TECO Show.

Joe Costa gave an interesting talk about a 3-D printing project he has going, a complex roof piece. We can’t wait to see the finished model.

Don Bailey’s Clinic was extraordinary. He first showed several pictures of adobe structures, pointing out the finer details. Then he did a materials rundown, together with construction methods for adobe buildings, and Q & A. Don also handed out a full page of references, tools & materials list.

Meeting Adjourned: 8:55 PM.



Joe presents Mark and Amber receive certificates for TECO help.

MODULAR MUSINGS

By John Emmot, Chairman of Module Group

Okay, the second TECO show of the year is upon us. TECO 32 will happen on the weekend of April 28th and 29th. It is open to the public 10 AM to 5 PM, on Saturday and 10 AM to 3 PM, on Sunday. Remember the PPD gets points for participation of our volunteers. If you don't know what you would like to do, see Elizabeth Maline or Kristen Philips for openings. As of this writing, the setup date for the layout is open. It will either be Wednesday (25th) late afternoon or Friday (27th) afternoon before the show. Either way, it will be one of the largest the PPD has put up in a long time at 44' by 40' boomerang. That uses nearly all of our associated modules. The setup time should be finalized by the meeting date. There are two more 4' modules available if I can find a "foster parent" for them. If anyone is interested in caring for them, get with me. If the layout gets setup at mid-week, we will have the opportunity to solder some needed power drops and perhaps add some Plexiglas to the ends. The reason for an early setup is for a possible live Fox 21 TV spot in advance of the show. It would be great if it can happen, but it has not been finalized at this time. As usual, we will be looking for trains and operators for Saturday and Sunday. I'll have a sign up sheet for DC and DCC at the meeting. If you can't be at the meeting, send me an e-mail.

Regardless of when we setup, we need to reprogram our NCE wireless system. In theory, it should be possible for more than one layout to use the NCE system, but it requires coordination of those involved. We will plan to do this, hopefully before the show opens on Saturday. There are several layouts scheduled for the show including Slim Rail and the N-gineers, but the Pikes Peak & Southern is the only other group that I know of that uses NCE wireless.

As a side note, I understand that Gerry Drewes may miss this TECO as he is scheduled for a hip replacement this month. I hope everyone will keep him in their thoughts and prayers for a quick return to model railroading.

Just a reminder, the 2018 Rocky Mountain Region Convention will be held in Cheyenne, Wyoming 18-20 May. It is in conjunction with the Sherman Hill Club show and Cheyenne Depot Days. Tours of the UP steam shops are included. Sounds like a full and interesting weekend. Well, I have to wrap this up, I'm late now. We all know the formula by now. Let's have fun at the show. We'll see ya 'round the roundhouse.

MURDOCK'S SIDING

By Michael Murdock, Editor of *The Milepost*.

If you haven't heard, it appears that the Manitou & Pikes Peak Cog Railway will not be running this summer. It is unknown at this time if it will reopen again or not. Here are some links that show traveling up and back down the cog railway:

Traveling up to the top of Pikes Peak from Manitou:

<https://www.youtube.com/watch?v=aoLcEx9-BDQ>

Traveling down to Manitou from Pikes Peak:

<https://www.youtube.com/watch?v=JdE8QydGRPk>

Sped up trip from Manitou to Pikes Peak and back again:

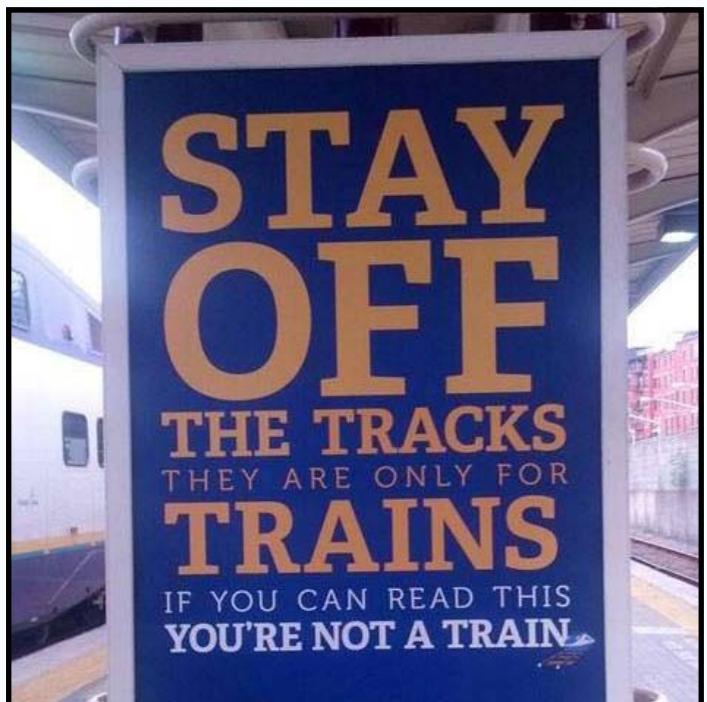
https://www.youtube.com/watch?v=WJpoCmp_pvI



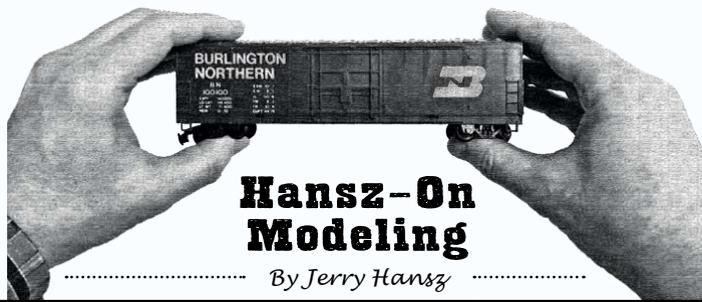
Don Bailey gives presentation on stucco buildings at March meeting.



Gary Myers presents Don Bailey with Certificate Of Achievement.



Michael Weidner sent in this photograph...



Hansz-On Modeling

By Jerry Hansz

USA 8900

I picked up a military model collection at Roy's. Along with two 14" railroad guns was a large diesel locomotive, numbered U.S. Army 89001. Unidentified, it looked like a large six-axle GE or ALCO. Since it would be operated on DCC, I renumbered it 8900 for its new address.

When placed on the DC track, it didn't move, and ran the ammeter high. Turns out the rear truck was jammed. I disassembled the loco to have a look.



That created a pile of parts.

It had horn hook couplers mounted on the trucks-too low. I removed the trucks and examined the rear truck. It would move with considerable force. I disassembled the truck and added some gear oil, then exercised the truck with the motor tool. After considerable exercising, the truck freed up. I repeated the operation on the front truck.



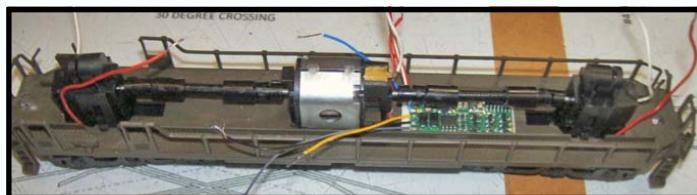
Exercise setup.

The couplers were secured in their pocket by an extension on the truck cover, which kept one end secured when the other end was snapped in place. I sawed off most of the coupler pocket and extension while it was assembled. The area for the coupler on the chassis was built up with pieces of styrene, and a new coupler pocket was glued in place.



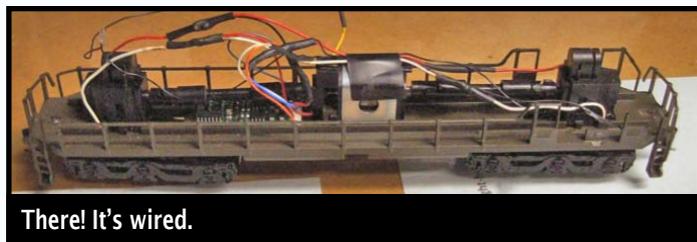
Chassis with new coupler pockets.

I planned to use an NCE D13SR decoder in the loco. I would fit nicely behind the motor, so I added some double-sided tape and mounted the decoder. Kadee #5 couplers were added. The trucks were then installed.



Chassis with truck and decoder mounted.

Before wiring the decoder, the unit was test run on DC. It ran quite well. Next step-wiring the decoder. I connected the D13SR decoder and the lamps, then corralled the wires as best I could.



There! It's wired.

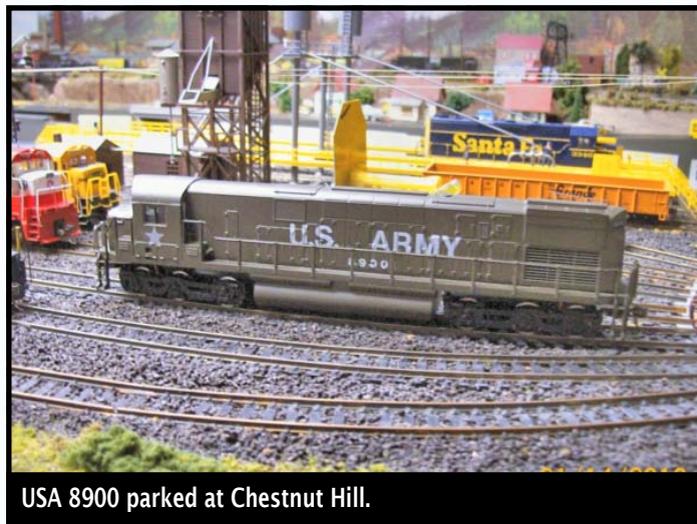
I set it up on the programming track. It responded to address 8900, so I programmed it for normal forward and DCC/DC. On the main line it didn't respond! I went to DC mode so I could see the voltage and amperage on my DC power supply. From 0 to 12 volts, there was no current draw. Something is open somewhere! Disgusted, I set it on the workbench and went for coffee.

I took the locomotive to Roy's, to see if we could fit a new can motor. Mike took the loco to look for a motor. He later called to get the instructions for the D13SR decoder. (Musta found a motor.)

When I visited, Mike told me that a brush was missing from the motor, and he didn't have a motor to replace it. I brought it home. Bummer! I had an old motor which draws a lot of current on stall. Maybe it would work. Nope, it was too wide to fit into the shell.

In the process of disabling some old Athearn F7s, I freed up a Athearn motor. I tried it in 8900, but it was too high and too long. Enough! I stripped the locomotive and removed the worms and gears from the trucks. It is now an unpowered locomotive. Probably it will be a dummy helper in a military train.

All because a motor brush spring escaped!



USA 8900 parked at Chestnut Hill.

BUILDING A TRAIN DISPLAY

Ever want to display a favorite model? I have several. There are nice commercial displays available. However, I had two drawer fronts with nice detailing from my last kitchen remodel, which looked like possible candidates.



On a warm March day, I decided to get out of the basement! To the garage! I gave one of the drawer fronts a light sanding. After dusting, it got a coat of medium stain.



It looked pretty good, so I screwed and glued down some cork roadbed. It was centered on the drawer front, with ends slightly back from the ends.



From my track junk box, I recovered some brass flex track. I couldn't find any rail joiners, so I merely lined up two pieces, cut them to length, and nailed them down. A few drops of gap-filling super glue secured the track to the cork.



The next step was adding ballast. The ballast didn't take well, so it was removed. After cleaning, the display received a coat of clear spray.



My Tenshodo 4-6-4 on the completed display.

In conclusion, discarded drawer fronts can become a nice way to display favorite models.

NEW ERA AT AGUA LA SAL

Change comes to the water's edge! When Agua La Sal was founded, the railroad station was located along First Street. It was on a stub-ended track, near the yard and industrial area.



The Sailors Rest Hotel and Luigi's Trattoria sat across the tracks. Later, the West End Diner was built, and then the Harbor Mart moved in next door. Passenger trains could not easily reach the station.

Observing the dialog about the Colorado Springs and Broadmoor land swap gave the city fathers an idea. Why not move the station to a location next to the main line! That area was presently occupied by Hansz Hauling's warehouse. Negotiations began!

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Hansz Hauling was interested. Their location required blocking the yard lead when a car was being loaded or unloaded, and truck access was terrible! No surprise, Harbor Mart was also interested. Their present location didn't provide adequate parking.



The West End Diner has gone bankrupt. That location would provide adequate parking for the station. The proposed location on the main line curve was too small for the station in its present form. The railroad decided that removal of the baggage room would meet the space requirement. The three principals met and agreed on the necessary land swaps.



The station was moved and modified to fit the new space.



The Harbor Mart moved down next to the gravel parking lot.



Hansz Hauling moved to the space vacated by Harbor Mart.

West End Diner was sold to an out-of-town guy. The station parking lot will be improved. Clean-up and landscaping will complete the project.

AGUA LA SAL DEPOT MOVE (PART II)

Reflections on me, us, it, them, etc. When writing, I find it difficult to always use I. It seems presumptive to always use the first party. On the other hand, using other references ignores the fact that the mess should always be attributed to me! So, here we go!

I continued the Agua La Sal depot move by installing a gray gravel parking lot next to Luigi's and the Sailor Rest Hotel and under the new depot location. Note that the parking lot already has potholes!



The depot light was relocated, and the depot was set in place.

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A little color was added around the station, to cover bare spots.



The depot now has light!

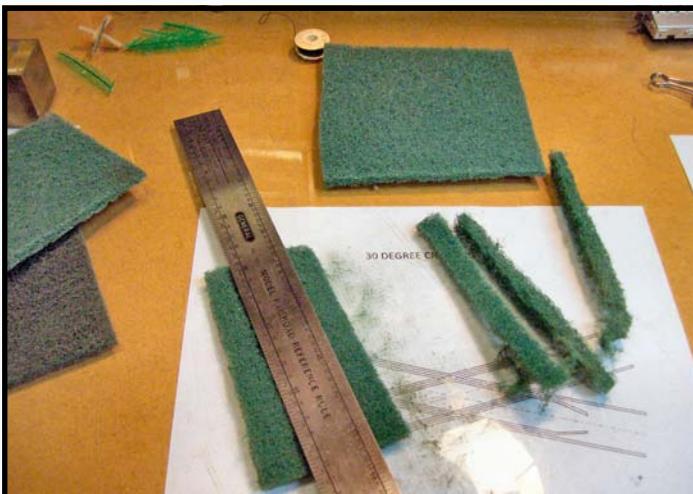


Station with wet "earth"

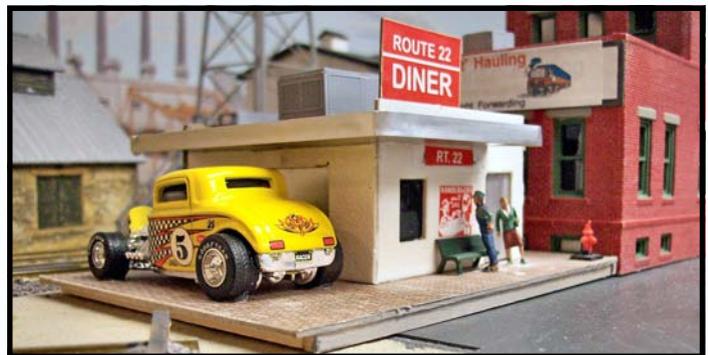
Now we (I) touched up the surrounding landscaping. Short hedges were installed around the Luigi's parking lot. Strips were cut from green scrub pads, and secured to the parking lot with scenic cement.

That will be all the landscaping. A test for clearance on the adjacent tracks went well.

You may recall that the baggage room was removed to permit the depot to fit in the available space. Another entrepreneur surfaced! He purchased the baggage room and turned it into a fast food restaurant!



Cutting hedge strips.



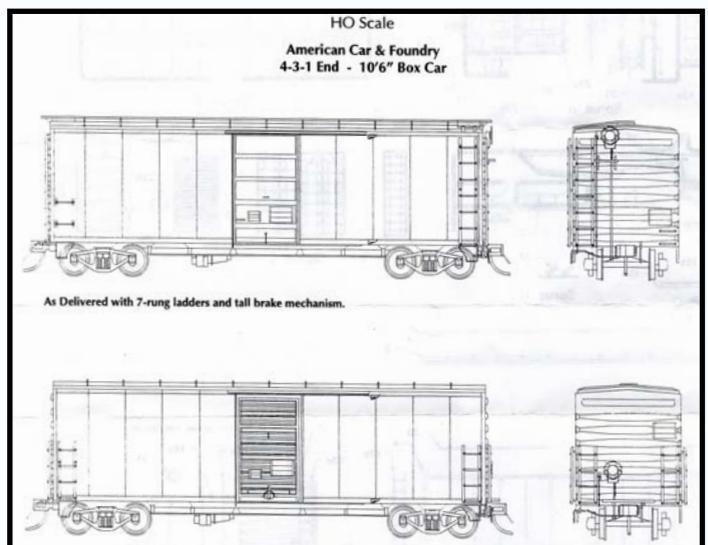
He found space next to the relocated Hansz Hauling warehouse, and set up shop. Business seems to be brisk. Note his retired racing hot rod parked next to the building.

AMERICAN CAR AND FOUNDRY BOXCAR

One of the items picked up at the 2017 Pikes Peak Division Convention was a kit of an ACF 40' long, 10' 6" high boxcar. It was heavy with small parts on sprues and could be built as-built or as later modified.

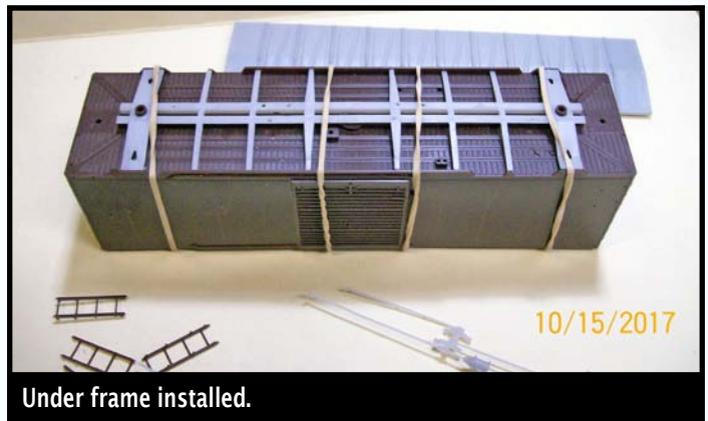
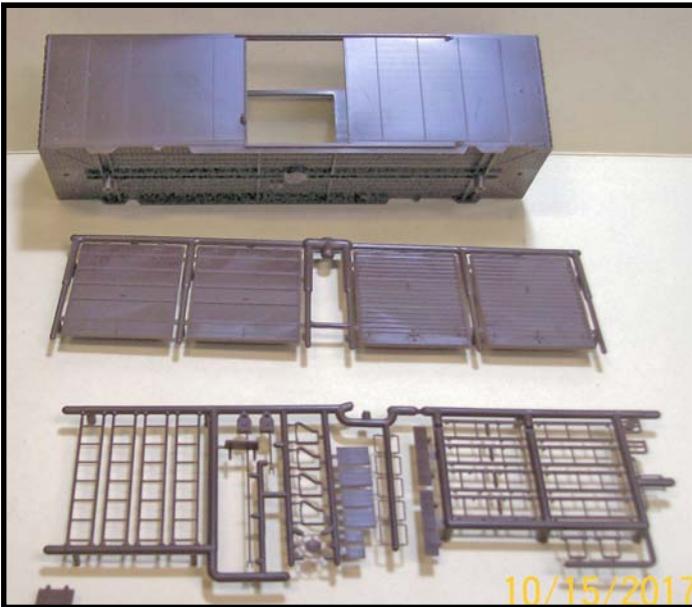


Parking lot with hedges.



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Under frame installed.

Next, brake components, ladders, stirrups, brake wheel assembly, and coupler pockets were installed.

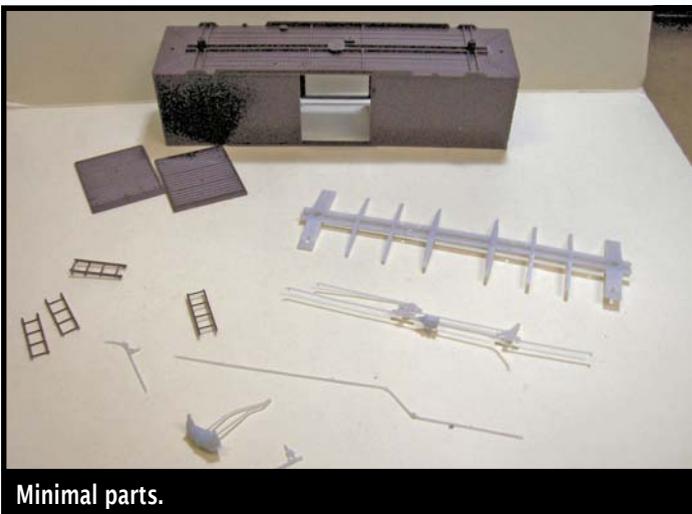


Under frame assembly completed.

The NMRA recommended weight for a 5½ inch car is 3¼ ounces. The basic parts only weighed 1⅜ ounce. With three short bolts with nuts added, the weight came up to 3¼ ounces. Good enough!



Being basically lazy, I decided to build the modified version. It would use short ladders and brake parts, and wouldn't require a roof walk. I cut out just the parts I intended to use for the under frame, the short ladders, and the late version doors. I glued and clamped (rubber bands) the under frame on the body.



Minimal parts.

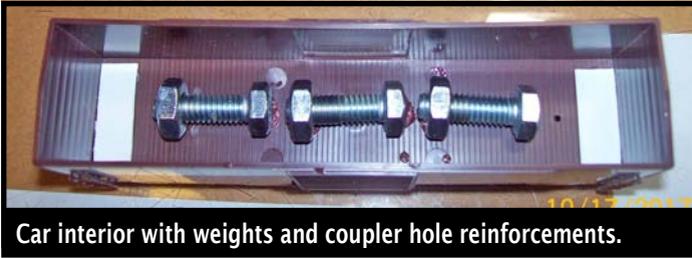


Three and a quarter ounces achieved.

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I added extra padding over the coupler mounting holes, and secured the bolts/nuts with gel super glue. When everything dried, the coupler mounting holes were tapped 2-56 and the car was made ready for paint.



Car interior with weights and coupler hole reinforcements.

I wanted the car to be painted Tuscan, but guess what, the can wouldn't spray! So I picked the next closest color, and hit it.



After the paint dried, the couplers were assembled. A check on the test track showed the couplers were too low, so two washers were added under each truck to make them fit the coupler gauge.



The car is now assembled.

The car was left to dry some more, then decals were added. It will be a "Hansz Hauling" car, with Rocky Mountain Region Convention decals added. After the decals dried, the car was shot with Dullcote, and placed in service on the Santa Fe Central.

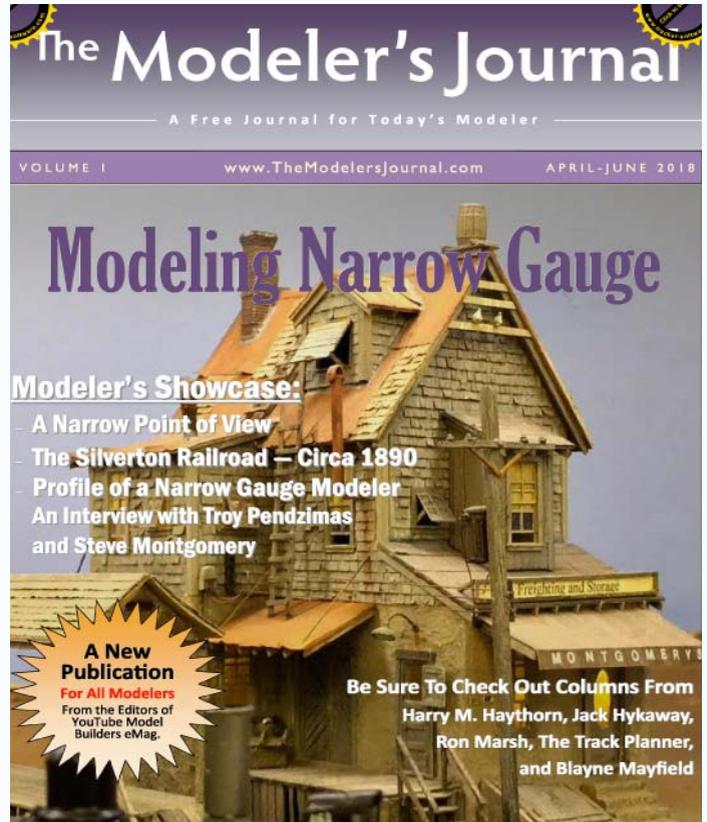
This was a good exercise in kit building, and produced a presentable memorial car. All such projects should complete this well!



Down At The Depot

By Dennis Snyder

There is a new free magazine available online. I will leave it to you all to judge, but I liked it — especially the price! The link is below...



<https://www.facebook.com/groups/175634819724500/>

Eyeshadow Kit

My wife dragged me into Dollar Tree to get some \$1 bins. Everything in the store really is \$1 or less. I was impressed. I found a silicon pastry brush... ..just like the Woodland Scenics Plaster Brush at \$1. Silicon Spatula, for spreading and mixing plaster at \$1. Lots of storage bins, trays, and boxes for organizing — all \$1.

Best of all was an Eyeshadow Kit in earth tones, which included some brushes. You got it, \$1. We won't go into what she said when I added that to the basket.



CONTEST CORNER

At each monthly PPD-NMRA meeting, a contest is held. A contest must have at least three entries for voting. Below is the 2018 contest schedule:

April *Something Whimsical To Bring A Smile Or Chuckle*
(animal control chasing loose monkeys, mini-scene, car with a hot tub, engine with wings, etcetera)

May *Yard Structure*

June *1 Square Foot Contest* (anything that will fit within 144 square inches)

July *Refrigerated Boxcar*

August Structure (not railroad, not commercial — i.e. house, farm or ranch, church, shack, etcetera)

September *Ready-To-Run Railcar* (Can be scratch-built, kit-bashed, and/or modified railcar — such as: critter, inspection car, motorcar, or other powered conveyance that runs on rails. The vehicle must run under its own power. Awards by popular vote with emphasis on most unique, cute, funky, broken down, falling apart, humorous, etcetera)

October *Judged & Open Contest*

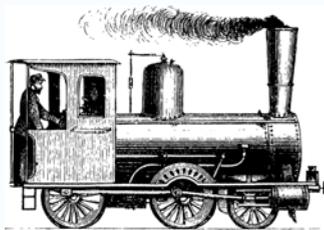
November *M.O.W. Equipment*

December Christmas party (no contest)

March 2018 contest entries are following...



John Emmot won first place.



Dennis Snyder won second place.



Rob Allen won third place.



Wade Mountz's entry.

PPNG HAPPENINGS

Pikes Peak 'N' Ginner's Model Railroad Club

Our calendar is filling up rapidly as usual. We are in the process of building or replacing our existing traveling layout with all new frame work and tops and scenes.

The PPNG will be attending the Boot Hill Model Train show in Cimarron, Kansas March 16-19, 2018.

April 27-29, 2018 we will be setting up for the TECO 32 show, at the Chapel Hills Mall, in Colorado Springs..

The PPNG will be setting up our layout on May 3rd, 2018, at the Village at Skyline off of Gold Camp Road. We will run trains on Friday and Saturday and then tear down after 3 PM.

We have another event scheduled in June in Florence, Colorado, but I don't have the details at this time.

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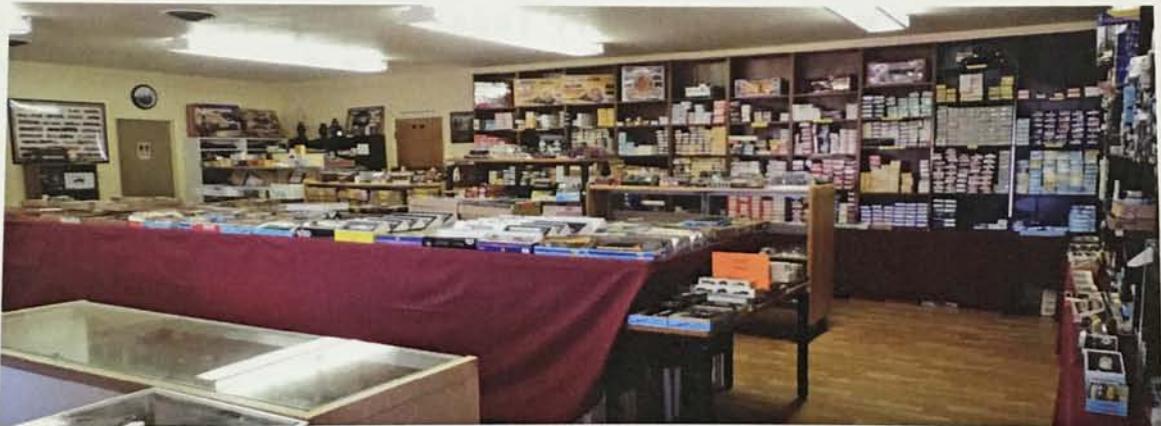
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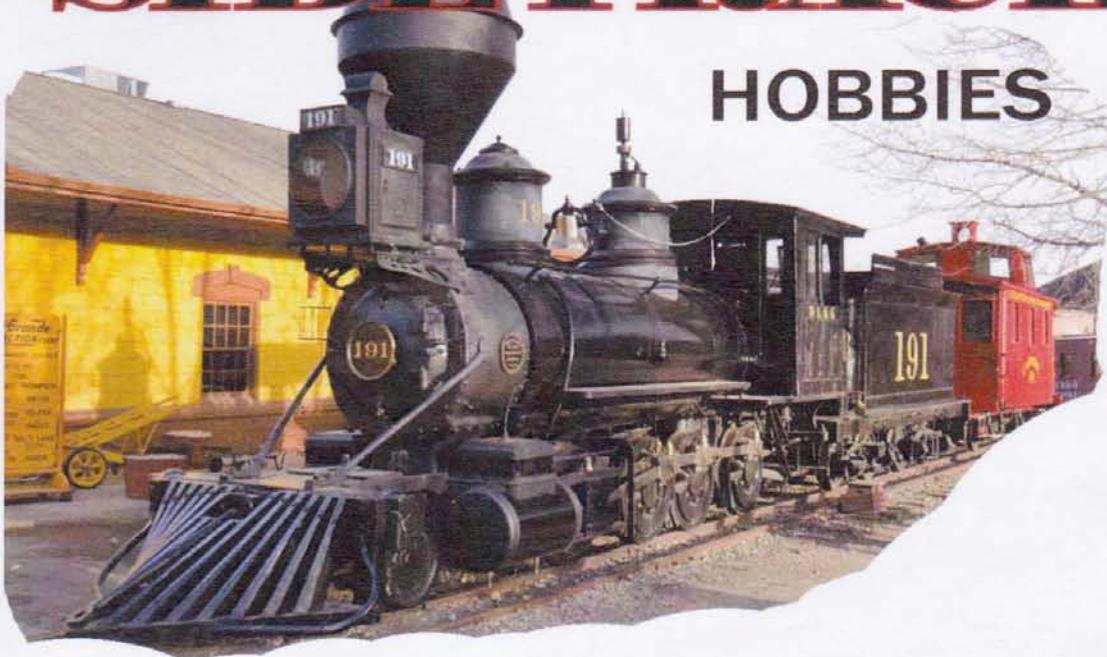
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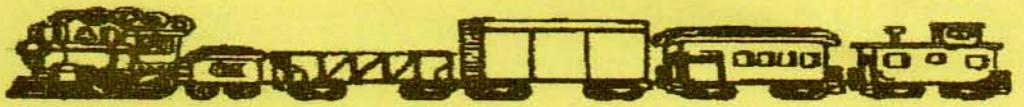
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Pikes Peak Division meets at Immanuel Lutheran Church
846 East Pikes Peak Ave.

Colorado Springs

(On the corner of Pikes Peak Ave. & Institute

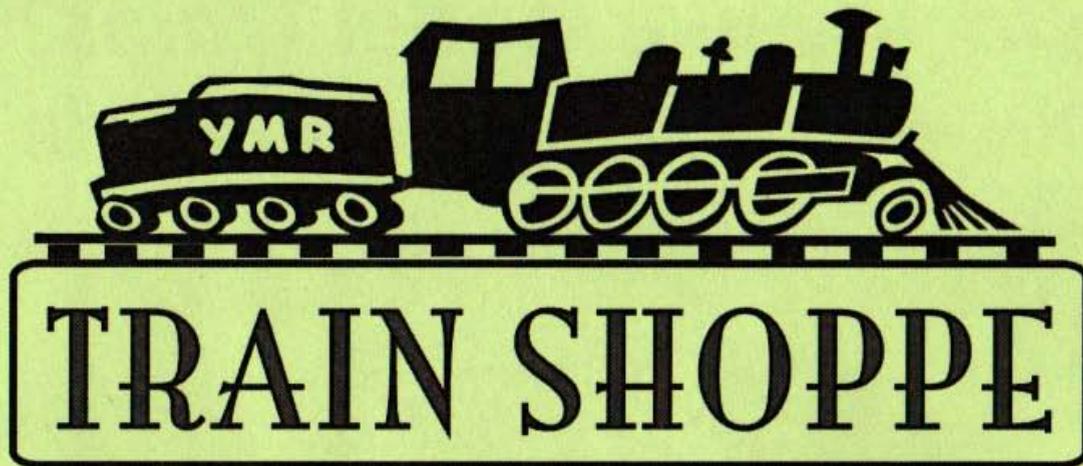
On the 3rd. Saturday of the month from 9:00-12:00)

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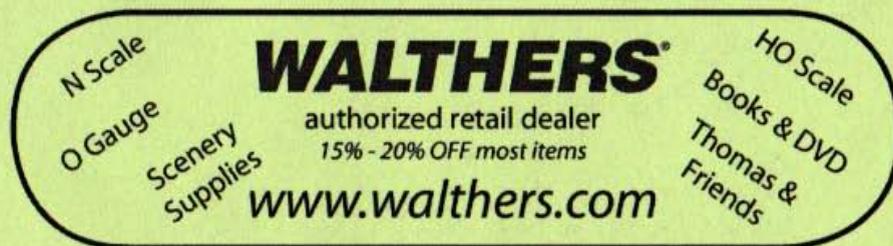
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