



The

Milepost

Volume 45, Number 4 – April 2025

The official newsletter of the Pikes Peak Division
Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Friday, April 11th, 2025, at 7:00 PM
The New Sand Creek Police Station 950 Academy Park Loop
(Northeast of the intersection of Fountain/Academy)
Colorado Springs, Colorado

Calendar of Events

January 10th, 2025 (Friday)

NMRA-PPD monthly meeting

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

February 14th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Travelogue

March 14th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: East Broad Top

April 11th, 2025 (Friday)

NMRA-PPD monthly meeting

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

May 9th, 2025 (Friday)

NMRA-PPD monthly meeting

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

June 13th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Layout Update

July 11th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Tourist Train Tour

August 8th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Colorado Live Steamers

September 12th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Proto Program: The McKeen Motor Car

October 10th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photo Model Program: More Microcontrollers

November 14th, 2025 (Friday)

NMRA-PPD monthly meeting

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

December 12th, 2025 (Friday)

NMRA-PPD monthly meeting.

Program: Christmas Party!



The Milepost, Volume 45, Number 4, April 2025, is published monthly as an electronic document (Adobe PDF file) by and under the authority of the Pikes Peak Division (Rocky Mountain Region) of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We would love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroads (and railroad) activities. Unless otherwise noted, all content in this journal is copyrighted to its respective owner. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etc., without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address dave@bristow-family.org. Thank you.

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Next Meeting on Friday, April 11

Our meeting will be at The Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado.

Be sure to occasionally check the Rocky Mountain Region website for the latest events and happenings, as well as the current Callboard:

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

2025 Schedule

- April Mike Maline – Virginia & Truckee, Ore Movement
- May Ryan Kricker – Colorado's Biggest Rail Preservation Tragedy
- June Charles Marchbanks – Layout Update
- July David Solly – Tourist Train Tour
- August Chris Thistlewaite – Colorado Live Steamers
- September Elizabeth Maline – The McKeen Motor Car
- October David Bristow – More Microcontrollers
- November Ken Rambo – Vintage HO, Athearn
- December Christmas Party!

Editor's Thoughts

That blank section of your basement, the dusty box of track, the half-painted engine sitting forlornly on the shelf – they all hold the potential for a captivating miniature world. But sometimes, the initial spark of inspiration to *work* on your model railroad can feel elusive. So, how do you reignite that passion and get those trains rolling again?

The beauty of model railroading lies in its multifaceted nature. Your inspiration can come from anywhere:

- Think about your favorite train journeys, the bustling energy of a freight yard, or the serene beauty of a rural branch line. Pictures, videos, and real-life visits can provide many ideas for scenery, track plans, and rolling stock.
- Perhaps a specific era captivates you. Researching historical railroads, their locomotives, and the communities they served can fuel a desire to recreate a slice of the past in miniature.
- Don't feel bound by reality! Your model railroad can be a purely fictional creation, a whimsical landscape where anything is possible. Let your imagination run wild with unique industries, fantastical terrain, and eye-catching details.
- Connecting with other model railroaders can be incredibly inspiring (more on this at another time). Online forums, local clubs, and train shows offer opportunities to see others' layouts, share ideas, and learn new techniques. The enthusiasm is contagious!
- Sometimes, the best way to find inspiration is to focus on a small, achievable task. Laying a single piece of track, weathering a car, or planting a few trees can provide a sense of accomplishment and motivate you to tackle larger projects.

Don't feel pressured to create a masterpiece overnight. Model railroading is a journey, not a race. Browse online galleries, flip through model railroading magazines, or close your eyes and envision your ideal layout. The spark is often just waiting for the right trigger. So, dust off those tools, let your imagination be your guide, and get ready to bring your miniature world to life – one inspiring step at a time.

David

Keepin' it on the Tracks

By Mark Fuerstenberger

2025 Rocky Mountain Region Convention – May 15th thru 18th, Durango, CO

The 2025 Rocky Mountain Regional Convention is coming up in mid-May. The convention will be held from Thursday through Sunday and include excursions on the Galloping Goose, the Durango & Silverton Narrow Gauge Railroad, tours of the D&SNGRR yards, and tours of the SoundTraxx facility, plus local layout tours, clinics, and judged contests. Because of limited excursion seating, early registration is highly encouraged. Registration will close on March 15, so register if you'd like to attend.

The website below will take you directly to the registration form.

<https://geoffreykcarter.regfox.com/rocky-mountain-region-nmra-2025-convention>

Sherman Hill Train Show – June 28th & 29th, Cheyenne, WY

The show is being held at the Event Center – 3801 Archer Parkway, Cheyenne, WY

Show hours: Saturday 9 am-5 pm and Sunday 10 am-3 pm

Mark your calendars – 90th NMRA National Convention – July 14th thru 19th, Novi, MI

STATION No. VI - the 90th NMRA National Convention, which is set to take place on July 14-19, 2025, in Novi, Michigan, USA. See the ad below for more details and the website to register.

Drawing Prizes Preview

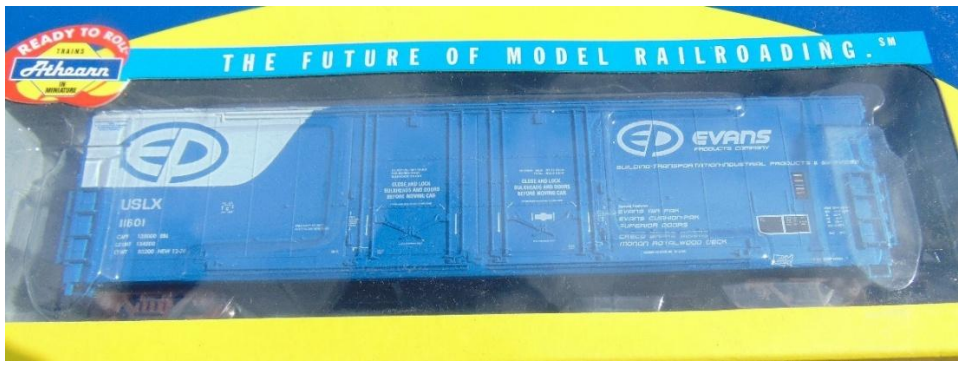
By Tony Pawlicki

“Teaser” preview of *some* prizes available at the drawing during intermission at the April 2025 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free. You are encouraged to bring/donate surprise items! The more, the merrier! (ALERT: We have exhausted ALL the donations from Wade, Alan, and Mr. Lugg. We need more donations in the long run, so cast a critical eye on your cars, structures, and catch-all drawers for orphans that you might finally decide to disown.)**

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

USLX 11601. HO-scale 50-foot double plug door boxcar. The Athearn Ready-to-Roll model is assembled and super detailed. Gift of Tony Pawlicki (after casting a critical eye upon it, this Evans Products demonstrator boxcar is an oddball among the regular production boxcars used in the Pacific Northwest for plywood and moldings shipping).

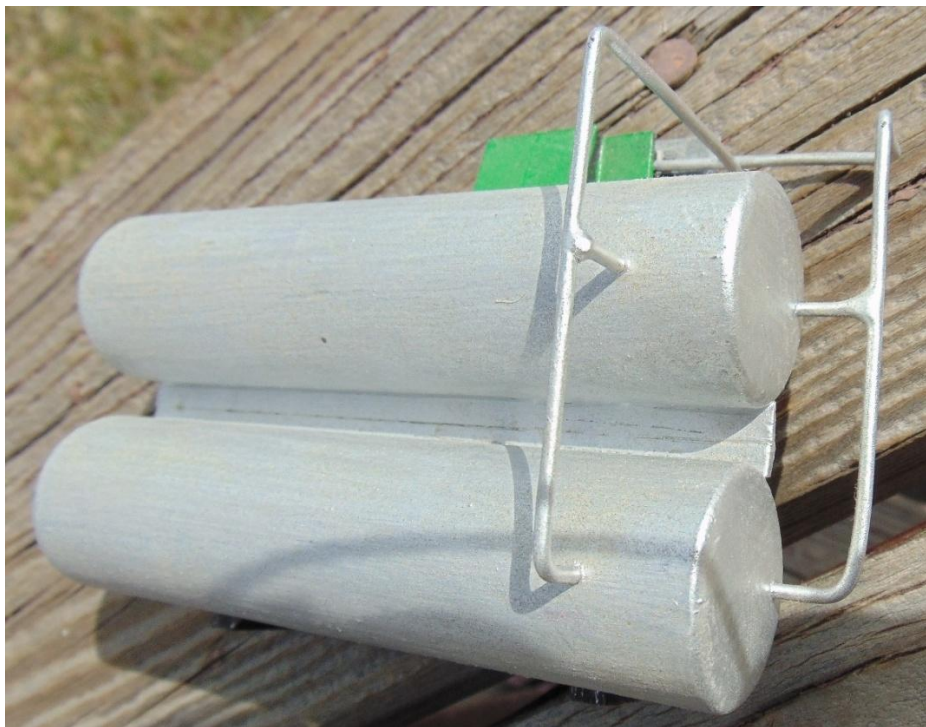
- End numbers.
- Consolidated Stencils and ACI placards.
- Kadee #5 couplers.
- “Trombone” style cut levers and brackets fitting the cushioned coupler pockets.
- Weathered trucks and wheelsets.
- Formed wire grab irons.



Five HO scale wood piles, built up from scale lumber. Gift of Tony Pawlicki. From my old 1970s layout, I have no home on the current incarnation.



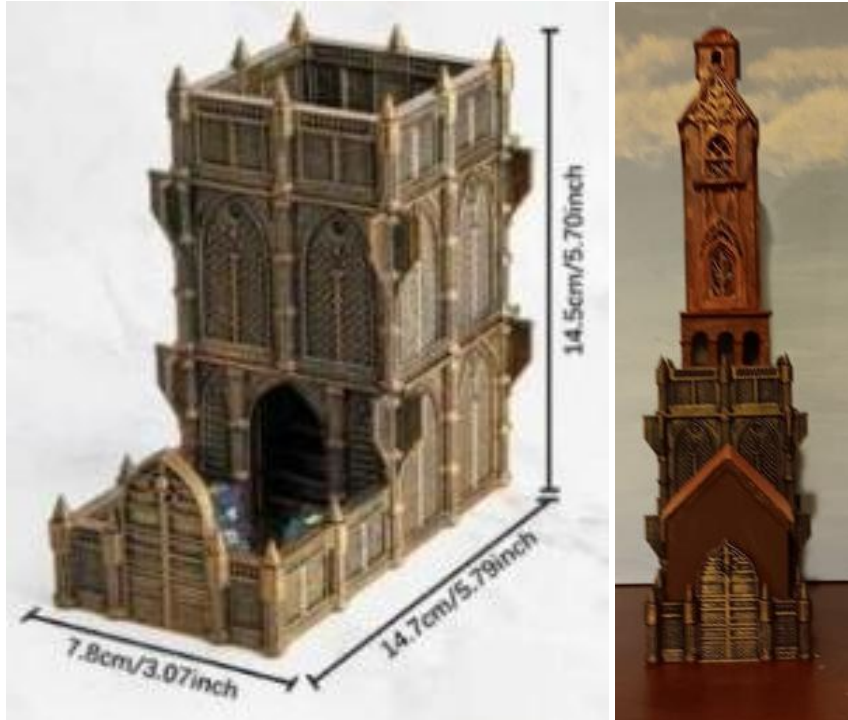
Two HO-scale horizontal storage tanks, a gift of Tony Pawlicki, are from my old 1970s layout and have no home on the current incarnation.



April Wavy Rails

By Joe Costa

Tower Experiments & Challenges in Flux



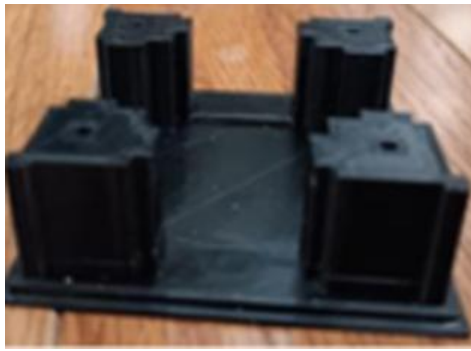
Now, I have not given up on 3D printing, but I have found its limitations more than a little frustrating, particularly when it comes to speed and the challenges of fine detail in HO scale. The lower building wooden insert is based on a Dollar Tree birdhouse.

The wooden tower was a replacement for the Big Ben tower.

In between the wooden tower and the church was a resin structure I picked up somewhere with three arches on the front and two arches on each side. It has a base that sticks out on the sides and front. I removed the base on the sides so that the arch subassembly could fit on top of the church. The "orange wood tower" was added. After coming across the two bell towers, I decided not to use the wooden tower. The next step is printing out the two bell towers.

Final (Third) Version --- Three 3D Components on Left





“Churchy” Windows & Doors



The ornate, detailed cast architectural elements would be a challenge to 3D print, but you can just buy them online. I haven't found a home for them yet.

They are about 4" tall and 2" wide.

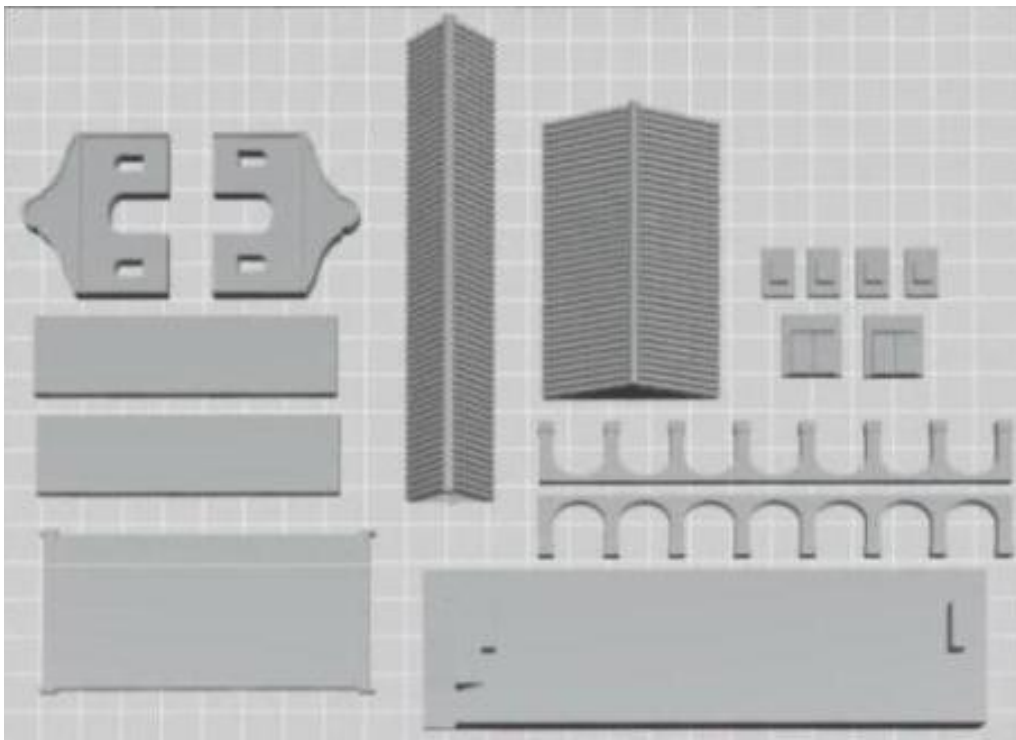
Original N-scale Station 3D Files

This is still available as an STL file on Thingiverse for a nominal cost. These files don't really have a scale, so it is trivial to print them in 3D in whatever scale you want. Just for fun, I will print them out in "HO scale." Once you have a file, you can print out as many copies as you need. Selling or giving away copies is a no-no.

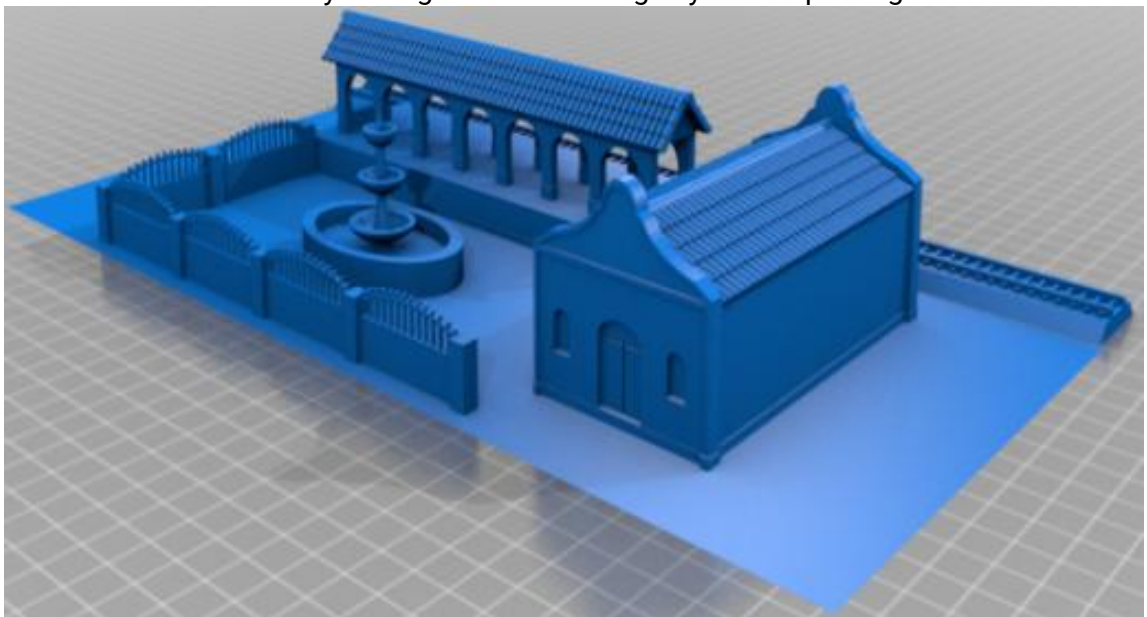
If your 3D file fits on the printer bed, you won't have a problem.

N-scale or HO scale station? You can always go upscale.'





It looks like they have added some new elements to the package, such as the fountain and fences. It would be easy to lengthen the buildings by double printing the “kit.”




Casa del Desierto

The bigger the scale, the easier to print the detail. Get a little crazy and you could probably recreate the Casa del Desierto Barstow Harvey House.



3D Scanner at PPLD 21C



3D SCANNER

PIKES PEAK LIBRARY DISTRICT **ppld**

3D Scanning at Pikes Peak Library District

Library 21c has a new 3D scanner available for use during Make and Make II's open hours.

- You can reserve the 3D scanner for 1 - 2 hours, up to two times a month. To make a reservation, visit the link below. You may also walk-in to use the scanner, as long as it has no other reservations.
- While we work on updating this LibGuide, view the links below for more information on the 3D scanner.
- A manual is also available to walk you through using the 3D scanner during your reservation.

- [PPLD - Equipment Reservations](#)
- [3D Scanner - Einscan-SP Specs](#)
- [EinScan-SP Quick Start Guide](#)
- [EinScan-SP Full Manual](#)
- [Einscan-SP Tutorials](#)

Common applications for 3D Scanning

3D scanning an existing object into a 3D mesh has many different uses. The most common uses are:

- Recreating an object for 3D printing (this can include broken or no longer manufactured parts)
- Creating an asset for 3D animation, video game design, augmented reality, or virtual reality
- Reverse engineering and CAD design

3D vs LASER --- Turtle vs. Hare

It is interesting to compare the N gauge STL model and the conversion of the Heljan HO kit from plastic to LASER.

In the case of the N gauge STL model, except for the 3D Spanish tile roof pieces, the outside walls would be scanned to be laser cut. Braces could be glued to the flat Spanish tile roof sections as in the Sarissa model.

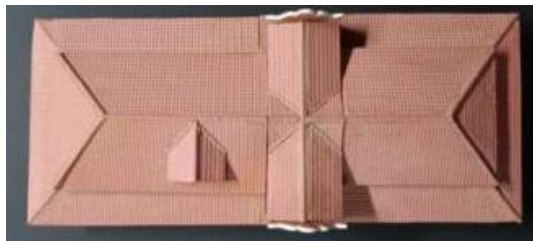
For the Heljan station, the laser-cut pieces could be scanned individually by a 3D scanner to create a 3D kit.

PPLD C21 Maker Space has a 3D scanner, so in theory, a single file could be created that would take several days to print out.

I originally used Autodesk 123D to create the "subassemblies" for this station, but I have not touched it in years.

3D Las Vegas, New Mexico Station

This Las Vegas New Mexico station was created as multiple 3D files (about a dozen) through a trial-and-error process. It was like creating a conventional plastic kit without instructions.



This section is an interior view looking up.



Working on Background Models

Two things you have to consider when dealing with STL Files:

1. Scaling them to the right scale.
2. Size them so you can print them out in time.

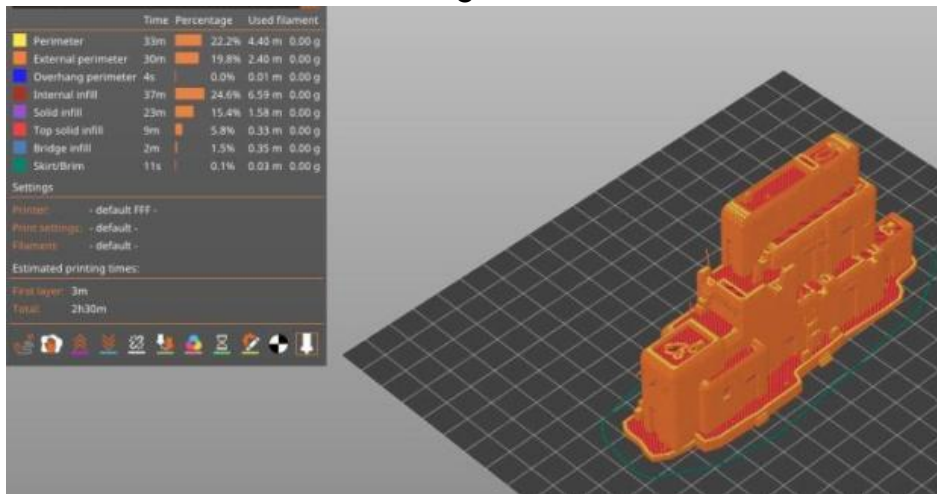
Original STL Image



This is the file I downloaded. As small as the building is, it was still too large. Printing would take 4 or 5 hours, which is not a reasonable time for the 21C Prusa Printer. The ladders may have to be replaced.

I decided this could be a background building, so I will compress it to be a 2 ½ hour print. The X, Y, and Z dimensions can be scaled differently.

Working STL File



Once I resurrect my Ender 3D Printer, I will attempt the uncompressed version. Mirroring an object is a way to add variety, which I will do.

Another option is to cut and print the model in half as a front section and rear section and then glue the two halves together.

3D Printer Rules

For Reservations and Walk-ins:

- Depending on the makerspace, you will choose between two printers:
 - **Prusa MK4** – Print area is 250 x 210 x 220 mm (9.84 x 8.3 x 8.6 in)
 - 1 hour minimum, 6 hours maximum
 - Available for reservation and walk-in at Library 21c, East Library, and Sand Creek Library.
- Everyone can make two reservations per month to use a 3D printer.
- **Staff may cancel a reservation after 15 minutes if no one has checked in.**
- There are no limits on the number of monthly walk-ins; walk-ins are allowed anytime the printer is not in use or reserved.
- You must **stay with your print for the first 30 minutes** (according to the LCD screen on the Prusa) to ensure it prints correctly.

Technically, I could print the whole thing, uncompressed, in 5 hours, or break up the model in the front and back half and glue the halves together.

Minimize the need to print support for a 3D object.

Mailbox Laser Resurrection --- Engine Image Ready to Scan



The weather has not been kind to the Choo Choo mailbox. Once, the cab was infested by wasps. The elements have weathered the decals, which will be replaced by painted wood cutouts. They will be weatherproof.

It won't be as fancy as this \$400 model on Etsy:



Laser Kit Detail Examples (Sarissa Laser Cut Church)



The scrollwork on the front of the church was laser-cut and glued to the building. This detail, unlike the classic blocky design on the previous page, adds real dimensionality to a kit.

Spanish tile textured sheets make appearances less boxy.

Internally hidden braces are used for peaked roofs.

In some ways, LASER cutting can do a better job of dealing with details at this scale.

Show and Tell: Anything Goes and Free-form

By Tony Pawlicki

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

This event is being announced a bit over two months in advance (in the MILEPOST just before the April meeting) in order to give folks enough time to prepare their entries. For MAY, the salvage and resurrection topic is ANYTHING AT ALL, continuing our effort to get more participation.

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

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

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

- Grab an old failed project you couldn't bring yourself to discard (or a disaster picked up at a train show or store).
- *Plan a fix* (turning it into something good, though not necessarily creating what you originally planned), then *actually fix* it.
- Bring it, display it, and then stand up after the regular model contest 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 the main goals are having fun salvaging something and entertaining the rest of us with how you had fun.

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

EXAMPLES:

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

Finally, a Decent Business Car

By Mark Fuerstenberger

For many years, I've wondered why I couldn't find what I would consider a decent business car. Of course, I need to clarify that I'm talking about a model train car I could afford. Plenty of brass train cars have been on the market for a long time, but several hundred dollars on a single car has typically exceeded my price range. So now, I am returning to the models on the market and within my budget.

I appreciate a train car with good detail, and I understand you get what you pay for. But even still, for many years, the only business cars I could regularly find were not of the level of quality that I wanted. Kato has a business car, but the rear-end platform felt very bulky and "plasticky" to me, and it has corrugated sides. So, for a guy who runs streamliner trains, these would not work.



In the spring of 2024, Broadway Limited must have heard my whining because they decided to model a streamliner business car from the Union Pacific Heritage Fleet. I was super excited and pre-ordered it the next day. Finally, a train car with great detail, working lighting, and a price that wouldn't exactly force me to eat Ramen Noodles for a month straight.



My Union Pacific Kenefick Business Car arrived in the mail this past week and was everything I hoped it would be. The lighting is nice, and I chose the car with four options. The rear upper lighting can be red to represent the end of the train, or it can be turned green to show that the train is clear of the main if parked on a siding. The rear lower ditch lights can be turned on if the train is backing up, and finally, the interior lighting can be turned on or off. To control any of the lighting effects, you gently touch a certain spot on the roof of the car, and that will turn off or turn on the lights you want. Finally, the car has several different rear drumhead options. However, I chose the Union Pacific shield, as shown in the photo.

As I write this article, I just received an email from Broadway Limited about the next round of business cars they will produce. Next is the Union Pacific #101 Lone Star, more recently renamed Lincoln. Once again, multiple rear drumhead options will be available.

Well, the next time we run trains, this is more than likely one that I'll have on the tracks. Great job, Broadway Limited; mission accomplished.



[Pikemasters; Adventures in Free-mo](#)

By James Patterson

When the Pikemasters lost our layout space in the Colorado Springs City auditorium in 2021, we started looking for a new home to build a permanent layout. This process had started a little sooner than that, as we hadn't had access to the layout room since the beginning of 2020. The results hadn't been all that encouraging, with available spaces being far too expensive or small for our desires. At one point, we had investigated occupying a store front in a mall, which came with a caveat that the layout would need to be moved out quickly. This started the discussion of a modular club layout.

Free-mo wasn't a new concept, as I had thrown around the idea of building a Free-mo-type layout a decade ago while in college. However, this never gained much traction as the existing modular clubs had already found their chosen module standard long beforehand. Free-mo was different from the multi-track, one-sided modules most of these groups had, with a simple module height, end plate design, and wiring standard being the only requirements needed for a module. The modules do not feature backdrops, nor are they set up to face only one direction, with a single track being a common choice for modules. It can adapt to any space as completing a full circle isn't a requirement.

Remembering the concepts of Free-mo from those ideas years ago, I mentioned that perhaps we could become a Free-mo club at one of our meetings. There was some initial skepticism, and the long-term goal was still to find a permanent home for the club, but we decided to try Free-mo. Our first outing was the September 2022 TECO show; we didn't have our reversing modules yet, so we borrowed the division dog bones to allow continuous running. In this first show, we barely had 30 feet of all straight modules. We only had a handful of participants who built modules, but we had a blast, nonetheless. It was a successful start for Free-mo. Several people started construction on more modules.

Soon after, we started picking up a few new members and making even more grandiose plans. The Free-mo standards call for a minimum radius of 42" on the mainline, and the 20" radius on the division dog bones wouldn't cut it there in the long run. We purchased a trailer from the n-gineers and built two multi-segment reversing loops at the 42" radius (big thank you to Mike Wilson!). Since then, we've met several people who were already involved with Free-mo, and they've brought along modules to some of our events. We've been present at the library 21c's maker fair twice showing off the hobby of model railroading, and our latest show at TCA in Denver featured 190 feet of modules that snaked around the corner in the venue. Quite a change from the initial 30 feet of layout at the first show! Our members have even attended other group Free-mo setups in Garden City and Evanston. We recently added a 20-foot-long, 10-track yard to the club's collection of modules.

We've come a long way from the basement of the city auditorium, but I think we've found our new path as a club, and I look forward to seeing what we come up with next.

Mother Lode Model Railroading

By Mark Fuerstenberger

A couple of months ago, Amber's daughter, Jamie, managed to scrape up the side of the Chevy Sonic she is driving. As I understand the circumstances, it was dark, cold, and snowing, and a fast-moving fire hydrant managed to jump out in front of her. But regardless of what happened, I wanted to get the car doors repaired. Dave Blackman in our club does professional auto body work for anyone who doesn't know. So, I contacted Dave, and he got it right after that. He found some parts and brought the car to his shop to be fixed. Dave did a great job at what I considered a great price.

I felt very appreciative and wanted to do something nice for Dave. I got online to EBAY and found a Rio Grande SD40-T tunnel motor that I knew he'd enjoy adding to his collection. My only issue was that I was pressed for time, but as luck would have it, the seller listed his address as Parker, CO, and offered free pick-up. This was perfect. After contacting the seller to pick up the locomotive, he gave me an address on the south edge of Denver near IKEA.

Amber and I drove up there this past weekend, and we were blown away. Tucked back in the Inverness Business area, we met Dan Raap and saw his business, Mother Lode trains. He was super kind, invited us in, and showed us around his warehouse. I was quite literally blown away by the amount of inventory that he has. There, he has Home Depot-style shelving and 4 or 5 rows of trains on the shelves, probably 15 feet high. In browsing through the trains, I was amazed at his quality and selection, primarily in HO, but also on the N scale, O scale, and even some G scale. I looked around for probably 30 minutes and didn't even come close to seeing it all.

Dan was very nice to talk with and explained his story of how he came to own an online train store over the last few years. His sales are primarily online through EBAY at the following address.

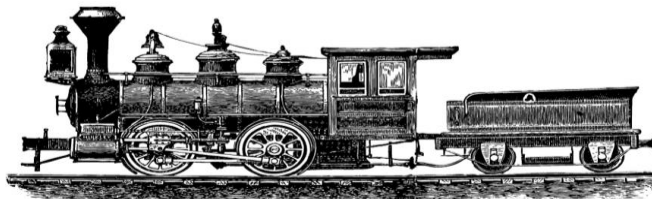
<https://www.ebay.com/str/motherlodemodelrailroading>

However, if you'd like to see, touch, and feel before you buy, Dan also holds what he calls "Prospecting" sessions on the 2nd Saturday each month at his warehouse. I highly recommend that you check it out sometime.

Address: 14 Inverness Drive East, Suite A140, Englewood, CO 80112

Upcoming Prospecting Dates:

- April 12th
- May 10th
- June 14th
- July 12th
- August 9th



March 2025 Minutes

Secretary, John Emmot

Superintendent Mark Fuerstenberger called the regular monthly meeting to order at 7:03 in the community room of the Sand Creek Police Station. Twenty members were present, and three visitors, Tom Heinz, Ray, and Lana Frazer, visited. We hope to see them return.

Secretary Report

The minutes of the February meeting, as published in the Milepost, were amended by the following two corrections. First, Contest: There was only one entry for the contest. So, no voting occurred. Second, in the entry, Tony presented a 'Show and Tell' about the changes he made to a generic hopper car to install body mounted couplers. The entry was from the January meeting and should have been deleted from the February minutes.

Treasurers Report

Tony had hard copies of the treasurer's report. The statement reflected the interest payment, drawing receipts, and the cost of the website hosting. It was accepted as presented.

Announcements

It was announced that the Services for Bill Lugg Jr would be held on Saturday, 15 March 2025, at 11:00 a.m., at Mountain Springs Church at the Summit Center (7345 Adventure Way 80923), off Woodmen Rd.

Elizabeth said TECO is still looking for a new chairperson and alternative venues and formats for the show. She also presented a check for \$200 to the PPD for the layout and personnel support at the last show. She also discussed the issues with the IRS and possible tax on TECO.

Mark reminded everyone about The Rocky Mountain Train Show at the National Western Complex in Denver on 5-6 April, The Rocky Mountain Region Convention in Durango on 15-18 May, reporting that is almost sold out and closed registration on 15 March, the Calhan Workday on March 22 (since rescheduled), the Sherman Hill Show on June 28-29 and the NMRA National Convention in Novi, MI on 14-19 July

There was a discussion about possible summer activities. Suggestions included a Zepher trip to and from Granby (assuming it kept its published schedule) and a trip to Como and or Boreas Pass. It was left open to invite more suggestions.

A layout tour for the Fall was also discussed and tabled pending a chairman. Would anyone like to volunteer to organize a tour?

Mark reported that at the last RMR board meeting, it was asked if the Pikes Peak Division would consider 'hosting' a Region Convention, presumably in 2027.

Mark also discussed alternative module setups without the TECO shows. Suggestions ranged from the Dinosaur Resource Center to the State Fair, El Paso County Fair, and the C21 Library. Ideas are gratefully encouraged.

Contest

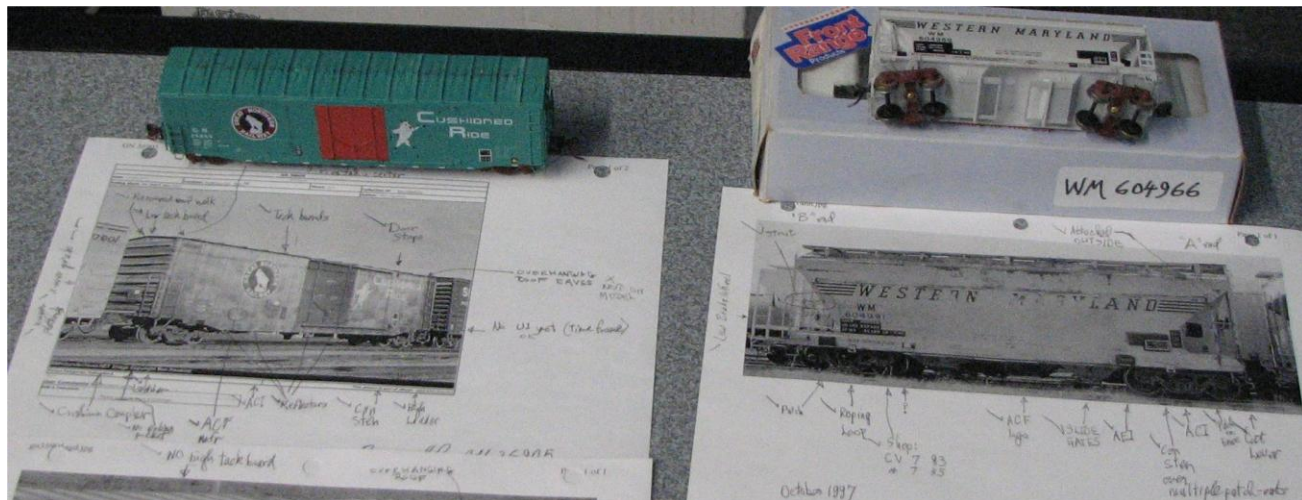
There were two entries for the contest. But no voting.

Program

Jack Sousa displayed many of his East Broad Top models while he outlined the railroad's history and status. He also provided interesting insights into its operations and unique practices. Mark illustrated many of the points with PowerPoint graphics and videos. A drawing followed the presentation.

The meeting was adjourned at 8:47.





Notes from the Siding

By John Emmot

This may be a short note. A few of us went out to Calhan last Wednesday to try to work on the cars and depot. Greg dismantled some of the layout sections we acquired when we thought we might build a display layout. We are now looking for a way to use some very nice 1X4 lumber up to four feet long. I could check the cabooses windows I had installed last fall. They seem to be holding up well. I wanted to install the new window material in the right bay but discovered that there was not enough of the mounting gasket to do that. I cleaned up some rough edges with a file and brought the frames and 'glass' home to look for suitable gaskets and work on them here. They are added to the growing list of projects on my agenda. We salvaged a solar power system from a signal box that the vandals had knocked over. At least it is now inside the depot until we can use it again. There is still plenty of work when we can schedule labor.

The weather scared me into waiting until Sunday for the Rocky Mountain Train Show in Denver. The drive was beautiful, with blue skies and dry roads. It was a nice trip. I had an electric scooter to cover the vast space filled with layouts and vendors. I saw every layout I knew of in Colorado, New Mexico, and Wyoming. Maybe some others I didn't recognize. The vendor spaces also seemed full to me. I don't know any official numbers, but it felt like the shows we had before COVID. I didn't find much to buy, but I came across a second edition of *Rails That Climb* from a person who really didn't want it. The price was too low to pass up. I did promise my wife I would get something to eat (she worries about me), so I had a \$17.27 hamburger and fries. The saving grace was that the burger and the fries were VERY GOOD.

I did get to visit extensively with Dave Naples. He is recovering very well from his fall. He still has several months of rehab to look forward to. I took him three new Moffat Mikado locos that he purchased. They were beautifully painted for the D&RG. The mechanics had not been upgraded from the original factory configuration, and the connections from the motor to the gearboxes had deteriorated. The motors ran, but the wheels didn't turn. They need DCC installed anyway—just one more thing to fix. The museum is progressing as much as possible during the winter. The 'park size' train ride is present and should be ready sometime this spring/summer. The HO layout is also making its way toward Craig. The canyon sections are spectacular. I hope to be able to visit in person after the season starts.

The contest is April Fools (unlikely railroad equipment). Let your imagination be your guide. In the interest of 'short', it's time to stop. Hope to see many folks 'round the roundhouse on Friday. Maybe some of the recent visitors will return.



TECO Tidbits

Greetings! The February TECO show was a success. With typical train show weather, our attendance was the best since COVID. We had a record number of vendors and table sales as well. We intentionally limited our layouts to "local only" and, in the end, invited DeNtrak and the Centennial State O-Scalers, as their layouts were relatively small, to fill up the space.

The TECO show finds itself in an unusual situation with no date, much less a show location. Unfortunately, the Colorado Springs Event Center doubled the venue cost. We knew before showtime that we had no venue for a future event and thus publicized that the February TECO show might be the last show for a while. Added to this uncertainty is that I, the chairman of the TECO organization, am looking for a replacement. However, all this doesn't mean that this is the end of the TECO shows.

We are looking into many avenues to move TECO forward. First, we have a CPA to help us FINALLY make TECO an official non-profit. Once this step is completed, TECO will be able to apply for grants at venues such as Norris-Penrose to achieve that affordability factor we are seeking. While we operate in many ways as a non-profit through our by-laws and actions, we need the 501(c)3 status for grant funding.

If anyone reading this is interested in taking the reins of TECO, please let me know, and I will gladly show you my method for dealing with this madness. In the meantime, I'm not going anywhere, but the pace of activity will slow down as we go through the 501(c)3 application process. As I posted on the TECO Facebook page, TECO is transitioning one step at a time.

On Saturday, February 22, with the encouragement of Mike Walker, TECO recognized Roy Thompson for his contributions to model railroading in our community. Roy was honored with dinner and a plaque using the railroad highball to symbolize his achievements. At this event, I took the opportunity to thank the many TECO contributors while I was involved in the organization. In recent history, we have attended way too many celebrations of life and funerals where thanks and recognition of their model railroading achievements were never acknowledged. These individuals picked up the slack to make our Pikes Peak Division and TECO what they are today. We need to do better and publicly recognize the good work that these people have done in the model railroading community.

This weekend, I am at the Rocky Mountain Train Show supporting and representing Women in Model Railroading. We transitioned the TECO table to the WIMRR table. As at our February show, I've spoken with many Friends of TECO. All are cheering for TECO to rally and survive this hiccup. I'm optimistic that this will happen.

Elizabeth Maline

Chairman

The Lighter Rail

By Kristin Phillips
A Tale of Another Rail

When people think of railroad tracks in Colorado Springs, they often think of the corridor from Palmer Lake to Pueblo. While the tracks belonged to other railroads before current times, they are now owned by the BNSF and Union Pacific Railroads. Known as the Colorado Joint Line, it runs for 105 miles between Denver and Bragdon, just north of Pueblo. The two railroads operate it together.

However, as we look back and forward to present times, we find other tracks in Colorado Springs. One was the Colorado Springs and Manitou Street Railway. The owners of the Colorado Midland Railroad started the first horse-drawn trolley system begun in 1887. By 1888, it had gone west from the Santa Fe Depot to 28th Street in Colorado City along Colorado. Another route ran along Tejon Street.



Margaretta M. Boas Photograph Collection via Pikes Peak Library District, 001-9910

The company incorporated as the El Paso Rapid Transit Company in 1889, after which lines were electrified and extended to Manitou Springs and other destinations, including Roswell and the Broadmoor. The company ran the first electric trolley to Manitou in October. During 1900, 44 electric trolleys traveled to Knob Hill, Cheyenne Canon, and the Broadmoor.

From the Colorado Springs Pioneer Museum webpage:

“In 1901, Winfield Scott Stratton purchased, consolidated, and invested over two million dollars upgrading the streetcar system to become one of the best transit systems in the country, the Colorado Springs and Interurban Railway Company.

Lines were greatly extended, including a popular route to Stratton Park at the entrance to Cheyenne Canyon, where bands played in the pavilion on weekends. This line also provided access to the Boulevard Park baseball stadium in Ivywild, home of the Millionaires team, and “Bathhouse John” Coughlin’s Zoo and Amusement park along Cheyenne Creek. Prospect Lake, Evergreen Cemetery, and eastern neighborhoods were connected, a new power plant was built on Sierra Madre Street, and 29 luxury trolley cars were built in the shops on Tejon and Moreno between 1905 and 1911. At the height of the trolley’s success, the line served nearly all parts of the city to create mixed-use,

walkable neighborhoods and easy access to nearby schools, grocery stores, parks, and other services.

Eventually, the trolley company could not compete with changing technologies. Buses began competing with trolleys in 1926; they proved more flexible to plan, open routes and cheaper to operate. All trolley operations ceased by April 1932. The Colorado Springs Bus Company began operations the next month. Most tracks were torn up as the automobile became America's dominant form of transport."¹

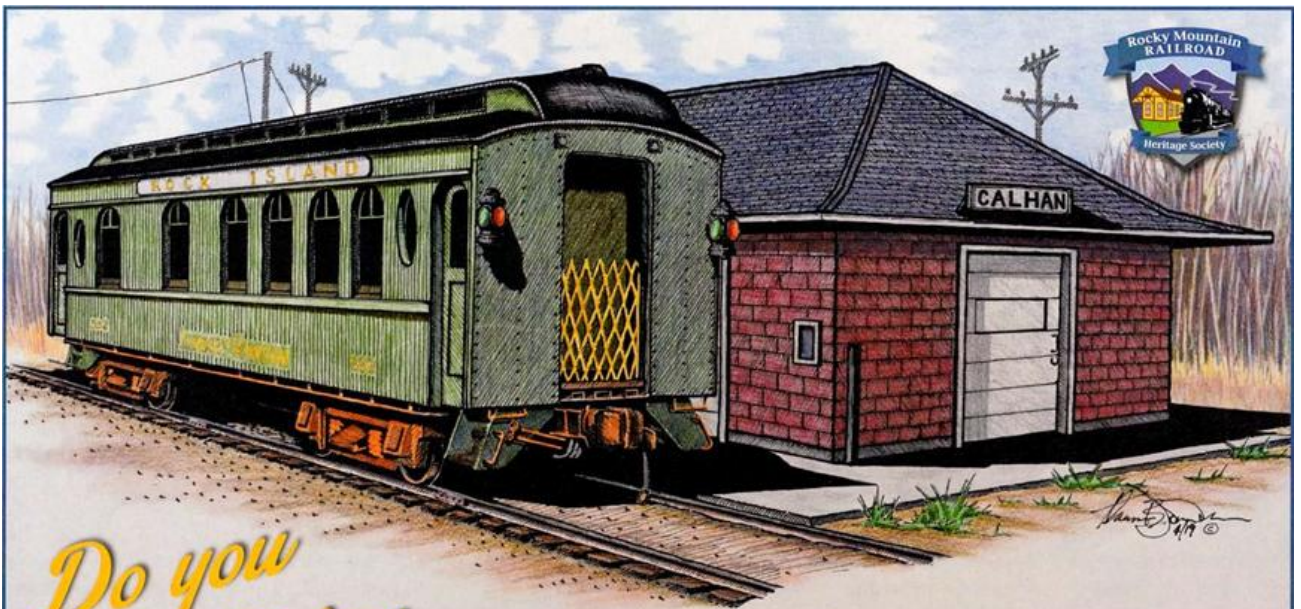
To learn more about the trolleys in Colorado Springs, visit the Trolley Museum, 2333 Steel Drive, Colorado Springs, CO 80907. It is open Wednesday through Saturday from 9:30 a.m. to 3:00 p.m.

1. Generously submitted by Dr. John Harner, Professor of Geography & Environmental Studies, University of Colorado, Colorado Springs on the webpage of the Colorado Springs Pioneer Museum, www.cspm.org/cos-150-story/street-railway/

Additional resources can be found on the Pioneer Museum webpage that include:

- Article: "A look back to 1900 | The Springs Experience" by Richard Marold, [A look back to 1900 | The Springs Experience | Woodmen Edition | gazette.com](http://www.gazette.com)
- Video: "Trolleys in Colorado Springs? Train Ride at Colorado Springs Trolley Museum Family Fun" by Jerome Cress, [Trolleys in Colorado Springs? Train Ride at Colorado Springs Trolley Museum Family Fun.](http://www.gazette.com)
- Visit: Pikes Peak Trolley Museum and Restoration System, [Pikes Peak Historical Street Railway - Museum, Streetcar Trolley](http://www.pikespeaktrolley.com)





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