



The

Milepost

Volume 43, Number 8 – July 2023

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



NEXT MEETING:

Friday, August 11th, 2023, 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 13th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Show and Tell Program: {to be determined}

February 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Joe Costa Presentation

March 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Rio Grande Southern

April 14th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Classic HO

May 12th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Trees

June 9th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: A Home Layout

July 14th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: SP Daylight SP4449

August 11th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Model/Layout Program: Virginia & Truckee RR

September 8th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: Harvey Houses

October 13th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: {to be determined}

November 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Diesel Program: {to be determined}

December 8th, 2023 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 43, Number 8, August 2023, 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. All content in this journal is copyrighted to its respective owner unless otherwise noted. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etcetera, without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address of:

dave@bristow-family.org Thank you.

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[Open]

Next Meeting on Friday, August 11

Our meeting will be held 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 check out the Rocky Mountain NMRA Callboard:

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

This year's programs in greater detail:

- August 11, 2023 - Virginia & Truckee Railroad - by Mike Maline
- September 8, 2023 - Harvey Houses of the Southwest / Harvey Girls - by Kristen Phillips
- October 13, 2023 - still TBD
- November 10, 2023 - still TBD
- December 8, 2023 - No Program / Christmas Party

Editor's Thoughts

This month rather than editorializing on some aspect of our hobby I am going to focus on a great loss we have experienced in the passing of Wade Mountz our Superintendent, a true enthusiast, and a pillar of support for the model railroading community, departed this world on July 29th, leaving behind a legacy that will forever be cherished.

I've known Wade as a modeler for about a decade. He was known for his dedication to the craft, spending countless hours meticulously constructing and maintaining his own miniature worlds. A visionary with an eye for detail, he brought these landscapes to life, captivating the imagination of all who had the privilege of witnessing his work.

Beyond his artistic talents, Wade was renowned for his unwavering support of the National Model Railroad Association (NMRA). He actively participated in numerous NMRA events and conventions, contributing to the enrichment of the model railroading community. His involvement extended far beyond his own layout, as he consistently shared his expertise, fostering a collaborative environment among fellow enthusiasts.

Wade's altruistic spirit shone brightly through his efforts to work for the betterment of the Pikes Peak Division. He was instrumental in organizing workshops, seminars, and exhibitions that served to educate and inspire others to take up this captivating hobby. His guidance and encouragement touched the lives of countless model railroaders, leaving an indelible mark on the community's growth and development.

As we remember Wade, we celebrate his life filled with passion, creativity, and camaraderie. He leaves behind cherished memories that will echo through the tracks of time, reminding us of his commitment to spreading joy through model railroading.

Two services will be held to honor the life of Wade a remarkable model railroader:

- The first is a Celebration of Life at the Elks Lodge, 3400 N Nevada Ave. on Sunday, August 13th, at 2 p.m. (in the Ballroom) Everyone is welcome.
- The second will be a service at the Pikes Peak National Cemetery, 10505 Drennan Rd. on Tuesday, August 15th at 11 a.m. There will be a chaplain and Army Color Guard at the cemetery. The group will need to gather near the entrance and be escorted to the burial site together.

Rest in peace, Wade. Your legacy lives on in the hearts of all those you touched, and your trains will forever roll in our memories. May you journey onward to new horizons, guided by the eternal tracks of your passion.

"Life is like a model railroad: carefully planned, artfully crafted, and leaving behind a lasting impression."

David



Conductor's Corner



You will be remembered!

Layout Tours

By David Solly

Specific instructions, addresses, and directions will be given out at the Division Meeting (or by contacting David Solly at (719) 338-8995 or drdsolly@att.net.)

The schedule to date is:

- Sunday August 20
 - Bob Foltz 12pm - 4pm Westside/Rockrimmon
 - Jeff Cahill 12pm - 4pm Westside/Rockrimmon
- Saturday August 26
 - Bob Bandy 12pm - 4 pm Monument
 - Steve Jankowski 12pm - 4pm Monument

- Sunday August 27
 - Mike Maline 12pm - 4pm (Tentative) Falcon
- TBA
 - John Campbell
 - Ken Rambo

Show and Tell

By Tony Pawlicki

This note lays out the rules for the bi-monthly Show And Tell session/contest at the **SEPTEMBER 2023 Pikes Peak Division NMRA** meeting. These rules apply to the bi-monthly "**salvage and resurrection**" events. This event is announced a bit over a month in advance to give entrants enough time to prepare their entries.

General Idea

- 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).
- Actually, fix it.
- Bring it to the meeting, display it, then after the regular model contest, stand up and tell us about your adventures.
- **The show-and-tell aspect is the main thing.** If there are enough entries (three), there will be a contest aspect as well, but the main goal is to have fun salvaging something and entertaining the rest of us with the way you had fun.

Example: An example was provided in the April 2023 Milepost.

The event (sort of a second contest) was inspired by our late beloved Division Superintendent's notion in his Conductor's Corner column in the March 2023 Milepost. I (Tony Pawlicki) made the mistake of critiquing the idea ("Wade, that is too short a notice for such major undertakings.") and as a reward was saddled with running future events. (I should have remembered the old rule, "He who critiques has volunteered.") So, here are the rules (updated from Wade's original scheme).

Rules

- Entry can be anything that fits the current session's theme (announced in the Milepost about 5 weeks prior, with a reminder in the Milepost about a week prior).
- ANY scale is eligible if it doesn't come from your own "top of the line" works in model railroading. Nothing from the "ready to run" category is acceptable (unless it required a major overhaul, such as if it was acquired in a smashed-up condition).
- It will be assumed that all rolling stock entries have proper weighting and knuckle coupler height.
- Voting members will have the right to pick up ALL entries for the examination of any work done on the entries entered. (So, for instance, be sure any rolling stock you enter is "TECO Tough.")
- No minimum number of entries is required at the session (you show it, you tell it). For the contest aspect, at least three entries are required, or the contest aspect will be canceled (but the actual Show And Tell presentations will be given). Certificates will be awarded if we have at least 3 entries.
- Only one entry per member is allowed. Pick out your "best of the worst" to enter.
- A picture of the "before" state would be ideal, but a text description is enough (typed or written if we can read your handwriting). If there is no contest aspect at a given session, an oral description in the "Tell" presentation would be enough. We want to understand the challenges you faced in your adventure.

This Session's Theme

Flatcars. This is quite a broad category, as it includes:

- short ones and long ones
- old ones and new ones

- bulkhead flatcars (high or low bulkheads) [so, 2 varieties]
- centerbeam flatcars (truss or opera window centerbeams) [so, 2 varieties]
- trailer-on-flatcar (TOFC) flatcars
- container-on-flatcar (COFC) flatcars
- heavy duty flatcars (4, 6 and 8-wheel varieties) [so, 3 varieties]
- drop-center flatcars
- others I've not thought of.

All may be with or without loads (so at least 20 varieties).

Drawing Prizes Preview

By Tony Pawlicki

“Teaser” preview of *some* prizes available at the drawing during intermission at the July 2023 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. ***HEY – feel free - encouraged, even - to bring/donate surprise items! The more the merrier! (Wade’s and Mr. Lugg’s and Alan Hutchins’s donations won’t last forever, folks – in fact, Mr. Lugg’s donations were exhausted with the February drawing.)***

(Some of) The July Meeting Offerings

Something new this month: All prizes are exactly as received, no upgrades/fixes by me added. I have added remarks about room for improvement – must try to provide some value-added and talk is cheaper than work. I talk, you work.

SRLX 6723, HO scale 36-foot iced reefer, partly assembled kit. Roundhouse model in original box. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Plastic wheelsets.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
 - Cast metal underframe.
 - All stirrup steps intact.
- Room for improvement:
 - Complete assembly.
 - Clean casting flash from stirrup steps (they are part of underframe casting).
 - Add cut levers and associated brackets.
 - Replace plastic wheelsets with weathered 33” wheelsets with shined treads.
 - Weather trucks.
 - Check coupler heights.



CB&Q 35789, HO scale 40-foot boxcar. Athearn Blue Box model. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers with partially-trimmed glad hands.
 - Plastic wheelsets.
 - Missing one sliding door.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Room for improvement:
 - Replace missing sliding door. (No need for color match or door type match (e.g., Youngstown Steel Door (YSD) versus Superior) – repair crew uses anything that fits to get the car back in revenue service.)
 - Add cut levers and associated brackets.
 - Replace plastic wheelsets with weathered 33" wheelsets with shined treads.
 - Weather trucks.
 - Check coupler heights.



PGRX 4183, HO scale 40-foot "scribed reefer" kit, decorated for Procter and Gamble's CRISCO lard. Athearn Blue Box model. Gift of Alan Hutchins.

Features:

- As received:
 - Never-assembled kit; all parts appear present.
 - Plastic wheelsets.
 - Horn-hook couplers.

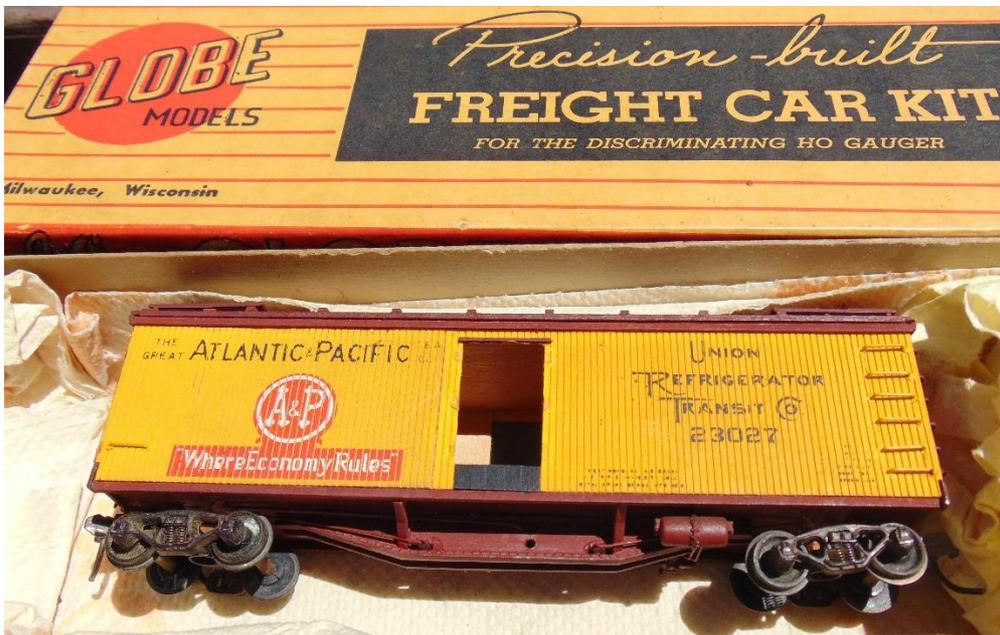
- All six stirrup steps intact.
- NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Room for improvement:
 - Complete assembly.
 - Replace horn-hook couplers with Kadee #5.
 - Add cut levers and associated brackets.
 - Replace plastic wheelsets with weathered 33" wheelsets with shined treads.
 - Weather trucks.
 - Check coupler heights.



URTX 23027. HO scale 40-foot ventilated iced reefer model, decorated for The Great Atlantic & Pacific Tea Co. GLOBE model in original box. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Metal sprung trucks and metal wheelsets.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
 - One door loose in box.
 - Missing all stirrup steps.
 - Partly superdetailed: Metal grab irons; underbody piping.
- Room for improvement:
 - Re-attach door.
 - Add formed wire stirrup steps.
 - Add cut levers and associated brackets.
 - Weather wheelsets.
 - Weather trucks.
 - Check coupler heights.



2023 RMR Annual Convention **RAILS ALONG THE RIO GRANDE**



**The 2023 Rocky Mountain Region Convention
Rails Along the Rio Grande, November 10-12, 2023
Albuquerque, New Mexico**

**Convention Hotel
Marriott Pyramid North, Albuquerque, NM**

505-821-333

<https://marriott.com/abqmc>

Convention Room Rate: \$131/Single

Hotel Link for Special Rate (Ctrl+Click):

<https://www.marriott.com/events/start.mi?id=1683843866138&key=GRP>

Hotel Virtual Tour Link (Ctrl+Click):

<https://www.weselfwalk.com/atrium-marriott-pyramid-albuquerque/virtual-tour>

IMPORTANT DATES

Early Registration	before June 15 th
Normal Registration	after June 15 th
Late Registration	after Sept 15 th
Convention Hotel Special Rate ends	before October 13th
Contest Forms 901 & 902	due by Nov 1 st
Contest Entry & paperwork for NMRA judging	due by Noon, Nov 11 th
Contest Entry for Popular Vote only	due by 4 PM, Nov 11 th

Convention Activities

Friday, November 10

8AM - 11AM	Set up	Gallery Room, Marriott
1PM - 4PM	Model Entry,	Gallery Room, Marriott
6PM - 9PM	Clinics, Model Entry, Refreshments	Gallery Room, Marriott

Saturday, November 11

7AM - 9AM	Breakfast Buffet	Gallery Room, Marriott
8AM - 12PM	Model Entry, Clinics	Gallery Room, Marriott
12PM-1PM	Lunch for Contest Judges	Gallery Room, Marriott
12PM - 4PM	NMRA Contest Judging	Gallery Room, Marriott
6PM - 9PM	Clinics, Model Popular Voting, Refreshments	Gallery Room, Marriott
9AM-5PM	Rails Along the Rio Grande Train Show	Balloon Fiesta Park

Sunday, November 12

7AM - 9AM	Breakfast Buffet	Gallery Room, Marriott
8AM - 9AM	Model Contest Awards	Gallery Room, Marriott
9AM-4PM	Rails Along the Rio Grande Train Show	Balloon Fiesta Park

Albuquerque, New Mexico



Old Town Albuquerque



Petroglyph National Monument

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2023 RMR Annual Convention Form

RAILS ALONG THE RIO GRANDE

Albuquerque, NM November 10-12, 2023

Early Registration Form (Until September 15th)

ATTENDEE	1 Day*	All Days**
Primary	\$55	\$75
Each Household Family Member	\$30	\$45
Non-NMRA Member Primary Additional Fee	<u>\$20</u>	<u>\$20</u>
Total Registration	_____	_____

* includes one breakfast buffet, evening refreshments
 ** includes two breakfast buffets, two evenings refreshments

Primary + Family (household) members attending: _____

Names (to appear on badges): _____

Local Division: _____

Please circle: 1 Day or All Days

Dates:	Nov 9	Nov 10	Nov 11	Nov 12
Please Circle: Planned Arrival Date	Thurs	Fri	Sat	Sun
Please Circle: Planned Departure Date	Thurs	Fri	Sat	Sun

Please make checks payable to: **Rocky Mountain Region**

Print this, fill out, and Mail form and check to:

Rocky Mountain Region Convention
 c/o Denny Krausman
 9609 Silver Hill Cir
 Lone Tree, CO 80124-5420

Prices subject to change, registration cost increase after June 15th

Point of Contact: Gary Myers, garymyers06@comcast.net, 720-837-4393

Point of Contact: Denny Krausman, dkrausman@msn.com, 303-880-1879



Museum of Nuclear Science & History



Sandia Peak Tram



San Felipe de Neri Church



Explora Science Center & Children's Museum



AT&SF 2926 Restoration

August Wavy Rails

By Joe Costa



Trolley Cloning & Transoceanic Migration

From <https://www.streetcar.org/streetcars/189-189-porto-portugal/>

A century ago, America was the world technology leader – in streetcars! U.S. firms such as the J.G. Brill Company of Philadelphia exported their products to numerous countries around the globe. This streetcar (or tram, as they're called in Europe) is a knock-off of a Brill product, built in 1929 by crafts workers in Porto, Portugal. In Portuguese, the city's name is "O Porto," which simply means "The Port." Not surprisingly, maritime commerce has driven this city's economy for centuries – that, and the wonderful wine named for the city, which we sampled on our recent cruise.



Porto bought Brill streetcars in kit form in the early 1900s. When they needed more cars, they chose to simply copy the Philadelphia product. This is one of those copies. Both Porto and the capital, Lisbon, ran Brill streetcars – and locally produced copies – throughout the Twentieth Century. Lisbon has lovingly restored and updated a few of its lines, especially those that twist and climb

through the old Alfama district—one of the great streetcar rides in the world today! Porto, too, has retained two great vintage lines that still use these cars, pictured above where the two lines meet on the riverfront.

Some of Porto's old Brills—both tiny single-truck cars and somewhat larger (but still small) double-truckers—got scattered across the globe when the city cut lines in the 1980s. They were perfect for heritage trolley operations, since they were like streetcars that had run in many American cities (though never in San Francisco). Memphis, for example, now relies on several ex-Porto cars for its vintage streetcar line.

When the first San Francisco Historic Trolley Festival was planned in 1983, the Chamber of Commerce leased two ex-Porto single-truck cars from Paul Class, an Oregon streetcar entrepreneur. Their bouncy ride, beautiful interior woodwork and rattan seats made them very popular. But the cars were very tired mechanically, and their wood bodies were held together more by habit than anything else. Since the Festival was originally conceived as a one-time event, they were not intended to have a permanent home here. Indeed, one of the cars, No. 122 (a 1912 Brill kit), went to Dallas, where it operates today as part of the delightful McKinney Avenue heritage trolley line.



Hmm, that building looks like a shameless clone of the Flatiron in New York City.

This car, No. 189, was brought back to San Francisco in 1984, bought by Muni, and operated in the remainder of the Trolley Festivals. In 1987, it joined the only other single-truck car in the fleet, No. 578-S, in a successful demonstration of the potential popularity of a waterfront streetcar line. The two antiques towed modern generators (to provide power in the absence of overhead wires) along the abandoned State Belt freight railroad tracks from the Ferry Building to Pier 39. The popularity of the trial run clinched the extension of the F-line along the waterfront.

Unfortunately, this car was completely neglected after the Trolley Festivals ended, and deteriorated badly. Market Street Railway volunteers performed some cosmetic maintenance to arrest the decline of the car, but it has not operated since 1987.

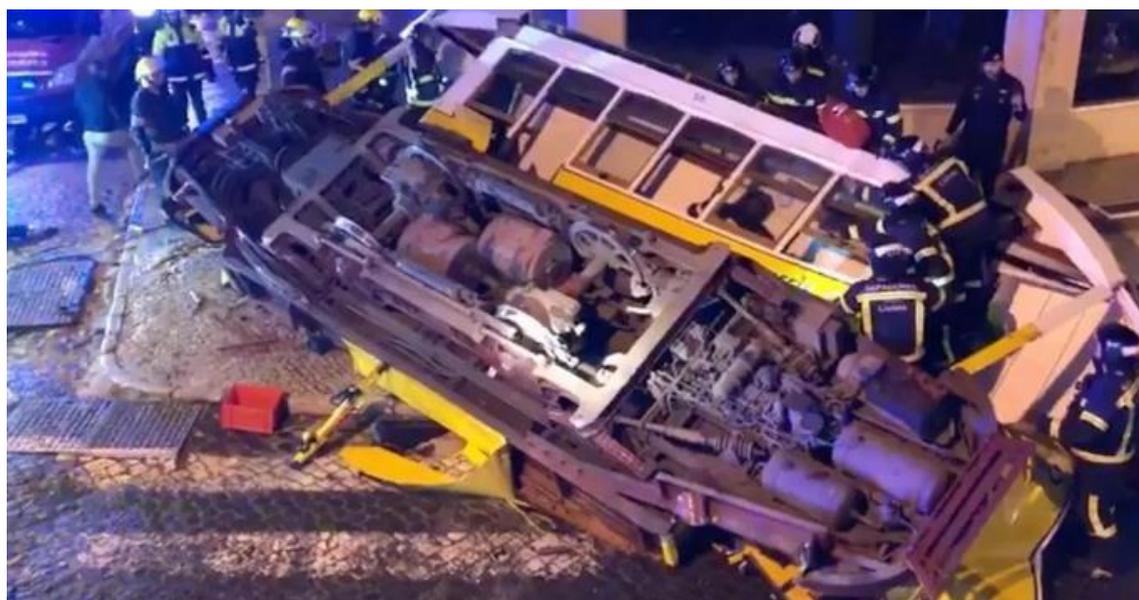
In 2002, Muni's world-class carpentry shop, which has focused primarily on cable cars, began a long-term project of rebuilding No. 189. They built a new chassis around the single truck, which was overhauled along with the motors and controllers by Muni's maintenance team. But other projects then put this restoration on hold. Body work is required, including the lengthening of the platforms to accommodate disabled riders, along with installation of a new electrical system and plumbing (for air brakes). If funding can be found, the goal is to return No. 189 to the F-line fleet to provide more decades of delight to riders in *this* great port city.

Lisboa Funicular

Trolleys here must work with the local geography.



About five years ago there was a crash with injuries but no fatalities.



For a link to the video on YouTube:

<https://www.youtube.com/watch?v=CVVX9yVotAQ>

<https://www.youtube.com/watch?v=9MQHOihHUJI>

Jeronimos Monastery in Lisboa



Oporto Trains and Trolleys

Took some train and trolley pictures in Oporto.

Taking pictures from a moving bus is a bit of a challenge but here are our best shots in Oporto:

This is the road and rail bridge over the river:



With a train crossing:



Some city shots from the tour bus:



What is interesting about the picture above I took from the tour bus is that I used an online program to remove a seat belt icon from upper left hand corner and a head of hair from a passenger in the tourbus from the lower right hand corner. Used the same program on the next picture.

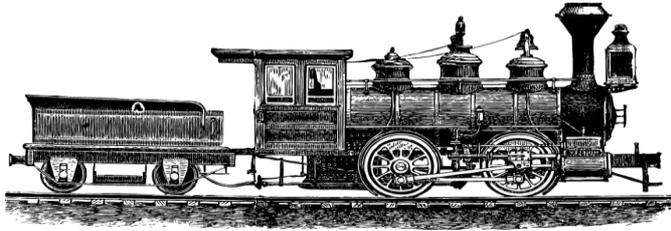
Why did the trolley cross the street?



A trolley beauty shot:



Our upcoming transatlantic cruise ends up in Lisbon next April. Hopefully, we can add a couple days in Lisbon before flying back home.



Notes from The Siding

By John Emmot

This month begins with the unwelcome task of remembering Wade Mountz. Wade passed away on July 29th after a short illness. I met him when I returned to Colorado Springs and got involved with the Pikes Peak Division in the early 1990s. Our association began when he built two new modules for the module layout. They were a set that worked together and included an elevator and grain facility and a bulk petroleum facility. I helped him with the buss wiring and connectors. They were part of the setup for some time until he sold them to another member of the Division. His next module was a single piece with a gravel pit for revenue and a sunken switcher in the river. It was widely known as the "Dolly Parton" module. He continued as an active supporter of the PPD modules. He also became active with the PikeMasters and their layout in the basement of the City Auditorium until their eviction. More recently he was building modules for the new PikeMasters free-mo layout. He was great to support the TECO shows by bringing and operating a switching puzzle for many of the recent shows. He also built a Santa Fe layout that filled most of his basement after he moved to a new home. Wade served as the PPD Superintendent from 2013 to 2016. He was persuaded to return for this year. He was also on the Board of Directors for the Rocky Mountain Region. I know he was very active with the BPO Elks, but I'm not familiar with those activities. He was one of the good guys. His absence will leave a big hole in the model railroad community.

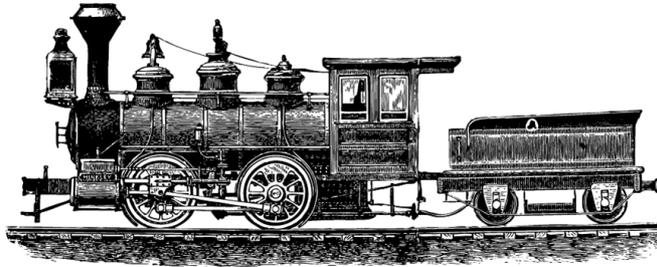
I would like to find some happier topic to follow. I'm not sure what that is. My wife decided that she could travel last weekend. Our daughter-in-law's parents were observing their 50th wedding anniversary in Hays, Kansas. Since I now have a portable oxygen generator, she wanted to attend. So, we took the weekend and traveled. We were also able to visit two of her brothers who live near there before we returned to Colorado. She had a very good time, and I was reminded that there is lots more oxygen at 2,000 feet than at 6,600 feet.

Now I need to find out if I can travel to 8,000 feet to visit the Moffat Road Railroad Museum in Granby. Dave Naples is working hard on the Moffat layout and the rolling stock to populate it. He has lots of questions :-). LaBelle is creating a bunch of Moffat boxcars for Dave to build. I also have some extra parts for cars that he can use. I understand that Mel McFarland has been to Granby to work on painting the backdrop for Dave. It should be great. There is lots of new stuff to check out.

One final note. The depot in Calhan now has a brand-new roof thanks to the Scheffe Roofing Company of Colorado Springs. It looks good, doesn't it?



Hope to see a bunch of folks 'round the roundhouse on Friday.



May 2023 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Wade Mountz at 6:58 in the community room of the Sand Creek Police Station. There were 24 members present.

Secretary Report

The minutes of the May and June meetings were approved as published in the Milepost.

Treasurers Report

Tony had provided an email update to the officers on activity in the PPD bank account and he passed out hard copies at the meeting. The statement covered the income and expenses (\$112.98 for lunch for the CRRM visit on June 21) from May. The statement was accepted as submitted.

Chairperson Reports

David Solly has arranged the layout tour for several days in August. As it turns out there are two layouts open on each of four different days. Those folks who were at the meeting were given a sheet with the dates, names, addresses and directions to each layout. If there are other PPD members who would like to attend the tour, they may contact Dave Solly at (719) 338-8995 or drdsolly@att.net for an email copy. Wade hoped that as many folks as possible would take advantage of the opportunity to see these great layouts.

Elizabeth did a quick recap of the Division picnic to be held at the Maline residence on July 29 starting at 3PM. Attendees are asked to please RSVP and coordinate their side dishes with Elizabeth. She asked for a budget of \$175 to provide supplies and a main course of fried chicken. Motion was made and passed to authorize up to \$175 for the party. Attendees are reminded to bring a 'camp' chair if they have one.

Elizabeth also mentioned the TECO outdoor swap meet at the Colorado Springs Event Center parking lot on September 30th. Mike Peck is coordinating the vendors.

Jack passed out the certificates for the June contest winners.

John was thanked for setting up the Division trip to the Colorado Railroad Museum in Golden.

After a short refreshment break, we moved to the program.

Program

Mark Feurstenberger presented a quick look at the rodeo parade that Chuggy and the YMR participated in on July 8th. He had pictures of the 'train' and its construction. Mark and Amber put a LOT of work into the revisions and the participation of the Youth in Model Railroading would have been great to witness.

The main program consisted of the follow-up to the history of the SP Daylight train that he presented earlier this year. After steam was retired from the consist, they were sent to freight service and eventually scrapped except for the 4449 which was given to the city of Portland. That became significant when Ross Rowland hatched the idea of an American Freedom Train in the mid-1970s. Mark recounted the story of his efforts to sell the idea and gain US government participation in the plan. The details of using the 4449 in photos and videos made a most interesting program.

Drawing

The monthly drawing was held with some RR items and Iris starts from Ken Rambo's garden.

Contest

There were no entries in the steam locomotives contest for July.

The meeting was adjourned at 8:34.



Pikes Peak “N”Gineers Model Railroad Club

By Mike Peck



First use of T-Junction Modules.



West end of new layout design.

Superintendent’s Corner

August is upon us, and we need to pick a date and time to head to the Moffat Museum. Como events are every third Saturday through September. On a sad note, vandals have hit the Calhan depot and train display. If you can help with the cleanup and repairs, please let me know and I’ll get you in touch with the person scheduling work sessions.

I’m going to try and not schedule anymore T-TRAK setups for the rest of the year. Once we opened that door the requests came piling in. I’m so far behind in getting scenery on my modules, I’ll be at it till 2025, or it seems that way.

We need to come up with a new logo design for the T-TRACKers. The logo should include the regular club logo and then add T-TRAKers, the membership will vote on the best design.

Need the membership to start thinking about new board members for 2024 to run the club. A few of the present board members will be stepping down and will need to be replaced.

Dinosaur Resource Center Show

The club tried out our brand-new T-Junction modules for the first time. Made for a unique design and the use of several bridges. The original plan was to have a layout 6’ wide by 41 feet long depending on space. We had to settle for a 10-1/2’X29’ size, which worked out well. We were able to have Earl set up his stand-alone layout and found a great spot for the switching puzzle.



Customers viewing the layout.



Earl’s layout



Geri, our host.



Part of the crew.

Set up took a little longer than expected but we finished up on Saturday morning and were running two loops by 10am. Once we figured out the short, we were running three loops. The afternoon heat, all three days got to some of us. We found out if we went into the other display room it was cooler. Once all the bugs were out, we ran most of the time without issue.

The switching puzzle was a big hit, as Terry & I were busy with it all weekend. We had an issue with one switch and the directional rocker switch started acting up on Sunday. When I worked on these on Monday both worked just fine, guess they needed a rest, ready for the next show.

Geri sent me the count for the weekend on Monday, 477 on Saturday and 368 on Sunday, we had lots of comments and both donation cans had cash in them. This was the first time Geri stayed in the room with us so she could watch the crowd. She really enjoyed watching me work with little kids at the switching puzzle. Both Terry & I were hoarse on Sunday, but we plugged away.

North Platte Rail Days

Five club members will be heading to North Platte, NB for the annual rail days event. We will be setting up a small T-TRAK layout. With five people we can take turns going to clinics and touring the show and still have someone working on the layout. This could be another out-of-state event for the club, we'll see how this one goes.

The TECO Swap Meet is just a short two months away. The club has at least one table full of stuff to sell so far, we have a box of used Atlas flex track and a box of Woodland Scenic foam product and three different kinds of switch machines. We have at least three boxes of trees of all kinds. I think we have some hobby paints as well, still putting items together. I have a few boxes of my own stuff I'll be selling, both in HO and N scale. Go through your stuff to see if there are items you don't know what to do with and are tired of having it lay around. You can sell them for yourself or donate to the club tables.

Rail Fair is next in October. I'm hoping we'll be able to set up a 11'X37' size T-TRAK layout using the T-Junction modules, and have at least two sales tables, three if needed. We're going to need a lot of member support to get all this done.

Our Rocky Mountaineer train trip in Canada, Part 2

The first part of our trip on the Rocky Mountaineer was Monday and Tuesday, May 8 & 9, with an overnight stay in Kamloops, BC on the 8th, and arrival in Banff, AB, on the 9th.

We had to get up pretty early that Monday. We needed to get ready, have our morning coffee*, and go downstairs to board a coach (bus) to take us to the Rocky Mountaineer station. There were several coaches taking all of us (483) to the station, and it seemed a bit like organized chaos, but wasn't too bad. There was even a bagpipe player entertaining us while we waited to board! We

didn't have to wait too long to board, but it seemed like a long time before we started out. We were on board in under ten minutes. Perhaps I was just anxious to get started!

Our train from Vancouver to Banff consisted of 20 cars, all dome cars, some bi-level, some single level. We opted for the 'Gold-Leaf' service which had us in the upper level of the bi-level cars, snacks all day and unlimited drinks (wink, wink, nudge, nudge, know what I mean?). Breakfast and lunch were served at tables in the lower level. The 'Silver-Leaf' service had their meals at their seat in the single-level dome cars.

I took around 135 photos and videos on the first day out. I may have gone just a little bit overboard, but it was such a great experience. I won't bore you with all 135, so only a selection of them are on our website, listed below. Being a model railroader, many of the images are of passing trains, trains sitting on the sidings, and even some MOW items or two. Sometimes we were on a siding, waiting for another train to pass; sometimes we were the ones passing. I don't know what determined who had to wait. Perhaps it was whoever couldn't make it to the next siding before another train came through.



Snow shed and rockslide.



Snow shed with waterfalls.

Most of the first day followed rivers between Vancouver and Kamloops, paralleling a second line. Probably Canadian Pacific and Canadian National. I think we were mostly on the CP lines, but I could be wrong. The trains we saw were almost entirely container trains or coal trains. They all seemed to have a single mid-train helper, and a single pusher.



Two views of mountains, forest, and rivers

The second day was primarily more of the same. We encountered some rain, which streaked the windows and made it hard to take good photos and videos. However, it provided some great views of rushing water down steep mountainsides and many small to grandiose waterfalls. We actually passed a CP train sitting on a siding waiting for us to pass by, but two crewmen were standing outside in the drizzling rain watching us go by!

One of the videos I took at Revelstoke I found very interesting. There's a hi-railer in a yard with two pieces of equipment on either end of the hi-railer, apparently to prevent it from 'walking away'.



Secured Hi-Railer



Osprey nest.

Another interesting tidbit of info is that we climbed through the Spiral Tunnels where two tunnel loops were blasted out of the mountain valley to decrease the grade from a pass down to the valley floor. Too many trains were lost due to the grade before the tunnels were built. See <https://parks.canada.ca/pn-np/bc/yoho/culture/kickinghorse/visit/spirale-spiral> for more information.

In order not to bore you with all 135 photos and videos the first day and 120 the next day, I've put selected images on <https://ppngineers.org>, link near the button.

* I don't know whether I'm addicted to coffee or not, 'cause I haven't been without it long enough to find out.

Editor's Notes

I want to thank Chris and Connie for their articles on their trip on the Rocky Mountaineer train trip. I can always use more articles like this for the Railhead. I want to thank John for the photos he sent in, as I get busy and forget to take photos. Keep sending me photos with explanations of what they are for the Railhead.

Remember the Corporate meeting is just five months away and the membership needs to think about new board members for 2024. If you would like to run for office let Mike know so, he can get you nominated.

In Memoria

On July 29th at the annual NMRA picnic we were informed that Wade Mountz had passed away that morning. Most of us will remember Wade as having a big smile and trying to get help in operating the HO switching puzzle. Wade will truly be missed.

The Lighter Rail

By Kristin Phillips

Food

Mea Culpa, Mea Culpa. I wrote this column for July, proofread it, and said to self, it's ready to go. Except for one thing. I didn't send it to Dave. So here it is in August instead. It's still good.

I grew up in the Midwest. July brought the Fourth with fireworks galore, and local carnivals sponsored by the churches, the Elks, the American Legion, the Jaycees, the Sons of ..., you name it. So did August.



And food! All the carnivals had food booth after food booth. Pirogues, Italian Beef, Greek, Polish sausage, you name it someone made it. You literally ate your way through summer.

So, what was railroad food?

The combination of mouth-watering food, good company and ever-changing scenery remains a selling point of long distance-distance train travel. "Settle down in the dining Car while the chef prepares your meal to order and the view whets your appetite," proclaimed an Amtrak travel brochure.

There has been an explosion of dinner trains. Some trains have vintage equipment that first saw use in the consists of elegant streamliners. A few operations even recreate menus served aboard notable trains of the past such as the *Super Chief*, *Broadway Limited* and *Olympia Hiawatha*.

The 1940's and 1950's were the golden age of train travel and the pinnacle of railroad dining car operations. For many passengers, the ambiance of the dining car was the reason they rode the train. Railroads heavily promoted their dining car services in their efforts to woo customers, employing marketing tactics that, while common in food service today, were innovative for their time. Each railroad tried to make their passengers feel like royalty as they perused the menu that included roast leg of lamb with mint sauce, oven roasted chicken or pan-fried trout. Freshly baked desserts and fine wines often accompanied dinner. Snow white tablecloths and a vase of fresh flowers accompanied chinaware, glassware, and silver plate flatware.

However, train travel was not always that opulent. Most passengers packed lunch or tried to eat at the busy depot lunchroom where the service was bad, and the food was worse. As trains had to stop every 100 miles or so to take on water, with the average stop time of 20 minutes, there was an urgency to feed passengers quickly. In 1867 George Pullman introduced his first railroad "hotel car", the *President*, a converted sleeper equipped with limited dining facilities. In 1868, Pullman built his next all-dining car, which he named the *Delmonico*, after the famous restaurant in New York. It was placed in service on the Chicago & Alton Railroad between Springfield Chicago and Springfield, IL. Meals were \$1.00. The Michigan Central was the first railroad to have regularly scheduled dining cars in 1876 followed by B & O in 1881. The western railroads followed suit with the Northern Pacific Santa dining cars in 1887, the Union Pacific in 1890, and the Santa Fe in 1891.

In 1876 Fred Harvey partnered with the Santa Fe and opened his first depot restaurant in Topeka, KS. By 1880, the chain of "Harvey House" and the Harvey Brand stretched along the Santa Fe mainline, and by 1892 he expanded his operations with the Santa Fe to include operation of their dining cars. The Santa Fe Railroad was proud of its affiliation with Harvey, and soon "Meals by Fred Harvey" became a slogan that helped build its reputation as one of America's great railroads

Excerpts from John Kelly, *Last Call to Dinner*

<http://www.trains.com/ctr/railroads/railroad-operations/last-call-to-dinner/>

Railroad Cake

The first historic reference found for "Railroad Cake" was in an 1869 in a publication called *Godey's Lady's Book* a periodical that contained advice, articles, sewing projects, and recipes for women. As the recipe first appeared in the February 1869 issue, the initial consensus was that it had to be in honor of the soon-to-be completed transcontinental railroad. This was not true.

It turns out that Railroad Cake dates to at least 1850 and was supposedly called that due to its portability. There are a few versions of Railroad Cake, most of which seem to be a solid pound cake, but some are more like soda bread consistency with raisins or nuts added to a very bread-like dough rather than a cake batter. Still, other recipes describe more of a jellyroll style of cake, with the idea that the roll goes "round and round" like a railroad. Yet another version, only found in a picture from an unknown cookbook on the internet, shows a cake with two "rails" on it, but no recipe was found for it or its origins. However, until the 1860's many people brought their own food. Thus it makes

sense that wives might bake their husbands or family some sort of sturdy bread or cake for their journey. Hence railroad cake.

Excerpts from Dining on the Rails Colorado Railroad Museum

[Dining on the Rails: Railroad Cake! - Colorado Railroad Museum](https://coloradorailroadmuseum.org/2021/05/14/railroad-cake/)

<https://coloradorailroadmuseum.org/2021/05/14/railroad-cake/>

Railroad Cake

Posted on [June 20, 2019](#) by [Cynthia Bertelsen](#)

Esther Serena Chesnut Haile, born in Camden, South Carolina in 1827, migrated to the Florida frontier with her husband Thomas Haile in 1854. As was the case with many women in those days, Serena bore many children over her reproductive years, 15 to be exact. I suspected that perhaps Serena might have carried a copy of Sarah Rutledge's book, *The Carolina Housewife* (1847), with her to Florida, but so far have found very little evidence to substantiate that assumption.

One recipe that intrigued me turned out to be "Railroad Cake." Serena Hailes for railroad cake recipe is exactly the same as the one that appeared in issue LXXVIII (February 1869) of [Godey's Lady's Book](#), on page 184:

One cup of white sugar, one cup of flour, two tablespoonfuls of melted butter, three eggs, one teaspoonful of essence of lemon. All ingredients stirred together, and baked in a long, narrow tin.



I decided to try my hand at this cake, fully aware that it wouldn't rise much without artificial leavening such as saleratus, cream of tartar, or even baking powder. The pan I used – a round 9-inch cake pan – allowed for a quicker bake. Lemon juice – 1 tablespoon – took the place of the lemon essence, fittingly enough since Serena's citrus trees no doubt provided some lemons. After all, she included 6 lemon pie recipes in her journal. Few of the recipes, and it's hard to tell if they came from her son Evans Haile or not, contain baking powder or cream of tartar or baking soda.

The final recipe, as it went into the oven at 350°F, is as follows:

- 1 cup white flour
- 1 cup white sugar
- 1/4 teaspoon salt (omit if using salted butter)
- 3 eggs, beaten
- 4 tablespoons melted unsalted butter (I chose a larger amount, guessing that tablespoon could be flexible, erring on the larger side over our standard tablespoon of today)
- 1 tablespoon freshly squeezed lemon juice

Mix the dry ingredients; add the eggs, butter, and lemon juice.

Scrape into greased 9-inch baking pan.

Bake for 25 to 30 minutes, or until a tester comes out clean from the center of the cake.

I decided to make a glaze with lemon juice, lemon zest, and confectioner's sugar:

- 1 cup confectioner's sugar

- 1 teaspoon finely grated lemon zest
- Lemon juice to make a thin glaze

Mix ingredients together, adding lemon juice slowly until the glaze is the thickness you like.

This cake may have been served to passengers on rail journeys, who knows, but nevertheless, it is a simple cake, devoid of fancifulness. It's a very delectable cake as is!

And yet another recipe:

Baking Time: *30 minutes* Oven Temperature: *350 degrees*

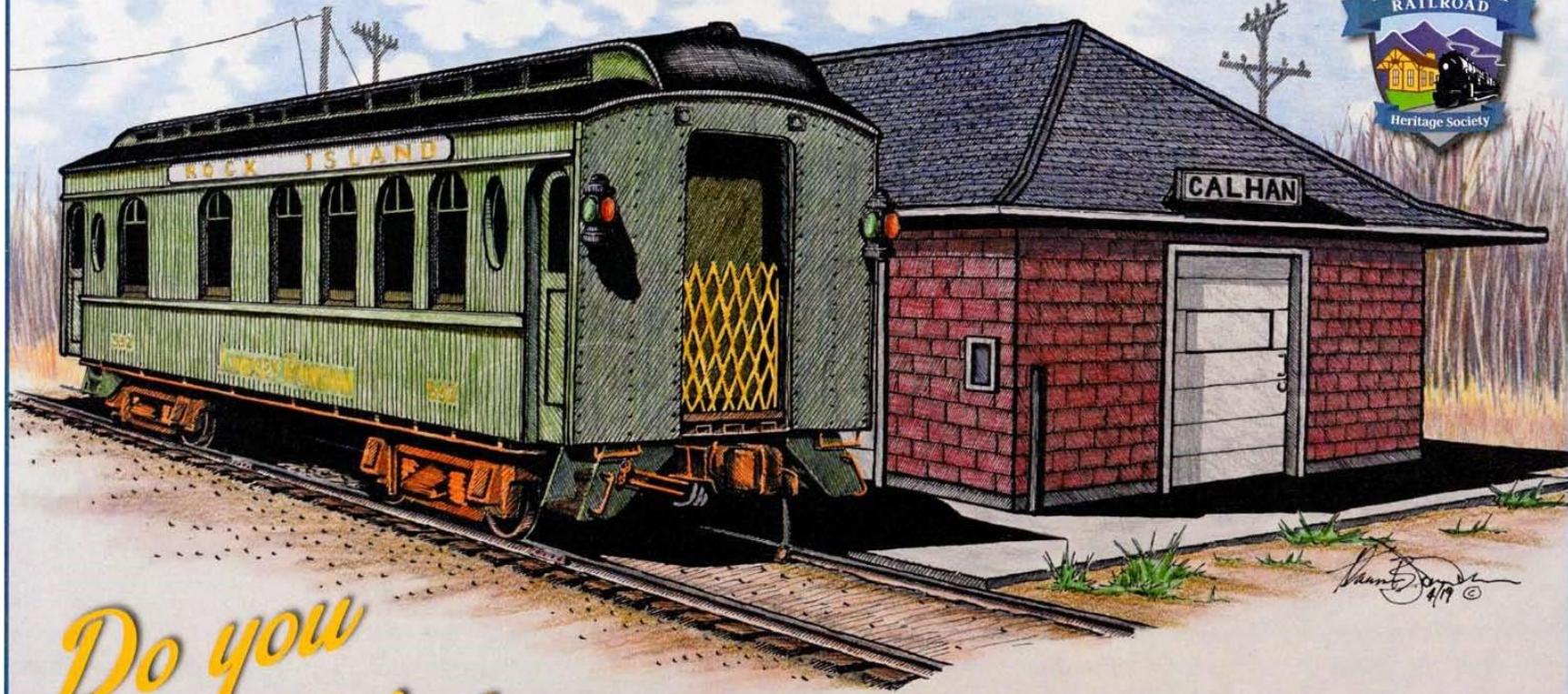
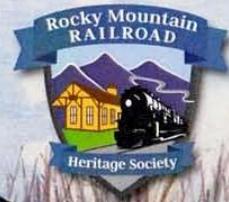
- *1 cup granulated sugar*
- *½ cup butter*
- *2 eggs*
- *2 cups all-purpose flour*
- *½ teaspoon salt*
- *2 teaspoons baking soda*
- *juice of 1 lemon*
- *1 cup buttermilk*
- *1 teaspoon salt*

Cream sugar and butter until light and fluffy. Add eggs, blending well. In a separate bowl, combine flour, salt, and baking soda. Add to creamed mix slowly, alternating with lemon juice and buttermilk. When well blended, turn out into two 8-inch cake pans that have been well-greased and floured. Place in a preheated oven. Done when an inserted toothpick comes out dry.

Happy Eating!

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