



The
Milepost

Volume 40, Number 12 — December 2020
The official newsletter of the Pikes Peak Division
Rocky Mountain Region — National Model Railroad Association.



NEXT MEETING:

CANCELLED due to COVID-19 but a Zoom virtual meeting will be held!

Friday, December 11th, 2020 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

February 14th, 2020 (Friday)

NMRA-PPD monthly meeting.

Contest: Any Railroad Item

Program: {to be determined}.

March 13th, 2020 (Friday)

NMRA-PPD monthly meeting.

Contest: Locomotives - Steam and Diesel

Program: {to be determined}.

April 10th, 2020 (Friday) – Cancelled

NMRA-PPD monthly meeting.

Contest: "Bent Screwdriver"

(unusual April Fool items)

Program: {to be determined}.

May 8th, 2020 (Friday) – Cancelled

NMRA-PPD monthly meeting.

Contest: Your Oldest Model Railroad Car

Program: {to be determined}.

June 12th, 2020 (Friday) - Cancelled

NMRA-PPD monthly meeting.

Contest: Small Railroad-Related Structure

Program: {to be determined}.

July 10th, 2020 (Friday) - Cancelled

NMRA-PPD monthly meeting.

Contest: Gondola - with kit-bashed load

Program: {to be determined}.

August 14th, 2020 (Friday) - Cancelled

NMRA-PPD monthly meeting.

Contest: Caboose (Completed in last 3 years)

Program: {to be determined}

September 11th, 2020 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom

October 9th, 2020 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom

November 13th, 2020 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom

December 11th, 2020 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom

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The Milepost, Volume 40, Number 12, December 2020, 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 railroad (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, web sites, 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.

Editor's Thoughts

Here it is almost Christmas! I can recall as a boy of eight receiving a Lionel train set. It had a steam locomotive, a tender, a few freight cars, a caboose, an oval track, and a power pack. We did not put it around the Christmas tree but simply ran it on the floor. I do not remember when it disappeared, my mom liked to get rid of stuff when we were not using it very much. None the less I still have fond memories playing with it. I did not return to model trains until we had a couple of sons. They did not seem too interested so the model train empire did not flourish until many years later.

I have had a few people ask what became of the Baldwin Columbia locomotive, even though my article albeit not very emphatically indicated it was sold and removed. The sale was to a scrap dealer, while I have no proof, I can only imagine the folks that removed it were probably told to get it out as quickly as possible as the US Navy needed the space for their lab. Thus, I cannot imagine they took the locomotive carefully apart, I am sure they cut it into parts and lugged it out to be taken to a smelter to recover as much steel as possible. This approach of scrapping rather than preserving steam locomotives for history was taken by most if not all railroads for economic reasons. This was particularly true as railroads turned to diesel power in the late 50s and early 60s. Some steam locomotives were saved from the scrap heap by the foresight of dedicated steam fans who saw a future for those locomotives, yet some only survived to be static displays.

This has been a totally weird year. I was only able to take one train excursion and that was in New Zealand! Hopefully with the vaccine around the corner, well maybe down the street, we will be able to resume a more normal life where we can see each other in person. Zoom has worked well enough for many things but...

*Merry Christmas and
Wishing the Very Best in the New Year!*

David

December Superintendent's Notes

Zoom Meeting and Show & Tell

Part of what we do at our Zoom Division meetings is to have a show and tell. All members are welcome to participate.

Here is the link for the Zoom Meeting:

<https://us02web.zoom.us/j/86493099516?pwd=U3V5dmQ0VUxqNm1nM2pnWC9MTWRBQT09>

Elections



Per the Division Bylaws:

Nominations for current Superintendent, Assistant Superintendent, Secretary, and Treasurer made by the Nominating Committee were accepted during the November regular meeting. Nominations will be accepted from the floor and verified by the Election Committee. Election of Officers will be held during the business meeting held in December. All successful candidates shall take office on January 1st following their election.

Canadian Metric Can Opener Bridge

What could be worse than driving a truck or camper under a can opener railroad bridge? Driving under one with a metric sign on Vancouver Island. How many of us could convert from metric to American while driving, Eh? I think it's a little over 12 feet.



Walthers Updates

Probably more than any other company, Walthers has kept Model Railroading alive. They post monthly on YouTube with contests and product information.

Here is their fall update:



Share link with your family or Santa may deliver the wrong model house under the tree. Don't worry, we will not judge you on your choice of models or sweaters.

https://www.youtube.com/watch?v=abNASokRI8s&ab_channel=WalthersTrains

Battle for Tennessee Pass (Line) Part II

The Colorado Pacific (Towner Line) and Rio Grande Pacific are still competing for control of the old line. The Surface Transportation Board rejected the Colorado Pacific Lines first attempt to purchase the line from UP back in March without prejudice allowing it to file again. Specifically offering passenger service from Pueblo to Minturn is the sweetener. Union Pacific is still negotiating with the Rio Grande Pacific. The Royal Gorge Line and Rock and Rail who own the line from Canon City to Pueblo are against it.

The full story is in the November 29 Gazette.

In the words of Stefan Soloviev, the driving force behind the Colorado Pacific, "We're the underdog and it's David going against Goliath and you've got to root for David here."

The key point is the STB actually makes the final decision, not the railroads. So, until She sings...



Cruise & Train Rides

Due to COVID-19 restrictions, my February Western Caribbean cruise just got cancelled but I am moving on to Plan C.

Cruise lines offer combination cruise and train ride vacations in Alaska during late Spring and Summer. Alaska is highly motivated to make this happen. Skagway, for example, gets 95% of its business from cruise ship visits. We would love to take the narrow gauge up to the border with Yukon. Cruise ships hook up with the Alaska Railroad to visit Denali.





Canada has closures going on at their cruise ports and the US has the Jones Maritime Act which complicates matters, but business interests have a way of solving such issues.

December 5 Swap Meet Cancelled at Trinity Church

Due to escalating COVID restrictions, we voted to cancel the planned Division Swap Meet. Since the November Zoom Meeting, restrictions have only gotten tighter.

Our annual Christmas party will be virtual. Bring your favorite beverage and dessert to our Zoom celebration!

Christmas Will Come!



And Santa will bring presents. Unfortunately, the car barely visible on the right is a coal hopper where I fear my present is coming from. Well, it is railroad related.



Remember to show off your favorite railroad gift (or white elephant) at the January Zoom Meeting. The picture above is either a lump of coal or a chocolate brownie. It has been that kind of year.

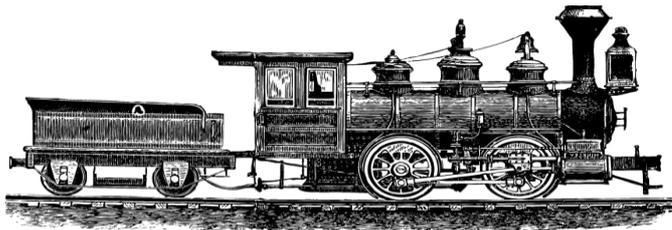
Upcoming Division & Local Events

Any events scheduled for 2021 are subject to **cancellation**.

May 22-23, 2021: TECO Train Show at Chapel Hills Mall?

August 2021: Regional Convention in Pueblo?

Information on Colorado and neighboring state events is posted on TECOshow.org.



Notes from The Siding

By John Emmot

A new month has arrived. It is usually one that we associate with a festive time, comradery, and good cheer. There is no joy in Muddville. Good times have struck out. So, life goes on and we make the best of it.

So on to the best of it. I am still making progress on modeling a new type Moffat passenger car. Their first parlor car, the 800. The laser cutter makes creating the correct parts much simpler or in some cases possible. I am learning how to deal with the interesting features of 'drawing and cutting'. Which lines must cut first and how to make that happen. The smaller the piece, the more important that is. The good news is that I have good software that helps with that. While progress may be slow it is ongoing. We will have a show and tell soon.



On another front, I have been informed that Jerry Drewes' module trailer is for sale. Some of you are familiar with it. It is a tandem axle, 16' long X 7' wide 'toy hauler'. It has trailer brakes. There are many possibilities for such a device. I have heard that the Nginers need a new trailer. I have heard that TECO could use a common storage area for all the paraphernalia that supports their shows. It is also possible that PPD could use an upgrade to their original trailer which is now filled. When the COVID-19 crises is over, we will all want to get back to the business of promoting the model railroad hobby and hopefully we can do that in bigger and better ways. Other modelers could also find a use for it. If anyone is interested, please contact Jerry directly at (yellerock@msn.com) to discuss. Jerry tells me he still intends to participate in module setups, but in a smaller, more manageable capacity.

There were no new volunteers to serve as PPD officers, so the current group will be up for reconfirmation in December. The Superintendent will be appointing committee chairpersons in the following days. (I think the election was rigged!)

Saturday was a workday at the Calhan depot. We made a good bit of progress, but not all the things that we hoped. There was soffit lumber delivered. The caboose step mounting brackets were 'cleaned up' with an angle grinder and precise measurements taken to build the replacement set. Several of the local high school kids were there to help with the work. There was preservation work on some of the interior depot walls. A good number of RR ties were moved and piled with others. Still a few to go on that project. The coach was cleaned out and trash was removed. Overall a rather good day. Alas, the caboose door was NOT hung. That fire is getting closer to our foot and will have to be dealt with soon. RMRHS really appreciates everyone's help. It is great to see participation from the local community. Thank you very much.



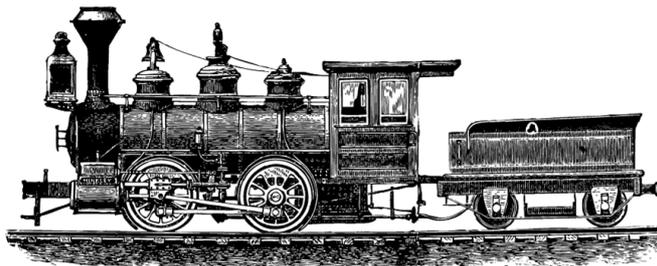
We had a TECO board meeting last week to discuss our hopes for next year. I expect that Elizabeth will have a full report.

The candy and cookie lines are in operation at my house. I think production will be down this year, but I still hope I do not have to eat them all myself :-). The food freezer was a great invention.

I am sure another wonderful paragraph will come to me as soon as I send this, but it will not happen before.

I hope everyone can find something to be happy and merry about this season. It will be more of a challenge this year, but it is worth the effort. Wishing all a *Merry Christmas* and a *Happy New Year*.

Join our Zoom meeting on the regular night.



November 2020 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Joe Costa at 7:05 on a digital ZOOM meeting. All the officers, except the assistant superintendent, and several members were present. We had

11 Zoom boxes, some with multiple members. We were glad to see some faces that have been absent for awhile.

The minutes of the October Zoom-meeting were approved as published in the Milepost.

Treasurers Report:

Tony Pawlicki had provided a digital update on activity in the PPD bank account to the officers prior to the meeting time. There was no activity other than the interest credit. The activity statement was accepted as submitted.

Announcements:

Joe asked Elizabeth for a follow up for future TECO shows after the Milepost update. Prior to the current upswing in COVID-19 cases, the Chapel Hills management had agreed to the use of the upstairs Event Center for a TECO show on February 20-21, 2021. They were pleased that we had thought through the safety measures and PPE for a show. As of now a show is planned unless COVID-19 conditions make any public gatherings inadvisable. The Mall was also receptive for an outdoor TECO show in their parking lot in the May 2021 timeframe, again conditions permitting.

Joe discussed the results of the recent virtual Rocky Mountain NMRA Region board meeting. The Region seems very happy with the activity and programs of the Pikes Peak Division as compared to some others. The Region still hopes to be able to put on a Convention in Pueblo in August next year. They are also discussing family friendly locations for future Conventions.

Joe said all incumbent elected officers of the Division were willing to continue and will be shown as such in the next Milepost. Nominations will be accepted from the floor at the December Zoom meeting and a vote will be taken at that time.

There was short, but wide-ranging discussion of current COVID-19 concerns.

There was discussion about posting more new videos and still pictures of the PPD member home layouts. Joe and Dave indicated the willingness to assist with posting them to YouTube and linking them to our site. Anyone who has a layout that they would like to show will need to make or have made a video to post. Videos should not be much more than 15 to 20 minutes long at maximum.

Tony and Wade agreed to provide layout pictures to Dave to include in the Milepost.

Due to current COVID-19 restrictions, it was moved and passed to cancel the PPD swapmeet scheduled for December 5th at the Trinity United Methodist Church and the annual live Christmas Party. A Zoom meeting will be held on the regular meeting night.

Kristin brought up an idea to see if the RM Region might donate funds to the Greely and Golden Museums in support of their youth activities. There was significant discussion of the proposal. It was noted that it would need the support and decision of the Region staff and while it was not a bad idea the Division would defer to them.

New Business:

No new business was brought up.

Old Business:

No old business was brought up.

Contest:

There was no formal contest.

Program:

Wade talked about some of the details used on the roofs of buildings on his layout. Dave was able to share the pictures that Wade had in the Milepost.

John displayed the status of a new Moffat Parlor car he is working on using parts made with his laser cutter.

Tony showed closeup pictures of strengthened details and repairs he had made to cut levers and stirrup steps on some of his freight cars. He was hoping to make them TECO tough for operations on the show layouts.

Wade showed two items that he had modified and weathered for his railroad including a redimix truck and a covered hopper car.

Meeting adjourned at 9:10.

TECO

By Elizabeth Maline

Good Seasons Tiding NMRA Division Members!

Well, I sit here my belly full from multiple mini-Thanksgiving meals with each Colorado daughter's family, a little more than a fortnight away from Christmas, with hopes that we can slide through the festive December days (and the pandemic) into 2021 unscathed from the "unprecedented 2020". I reflect on the missed train shows of April and October and the possibility that TECO may, yet again, must postpone our proposed February 20th model train show.

The TECO board has met monthly this past year, strategizing how to serve the model train community positively. In March, we decided to buy a subscription to Zoom. The investment was not huge, but large in regard to the handful of people who serve on our board for a once-a-month meeting. As a group, we have offered the subscription benefits to any local clubs that wish to use our subscription. Thus far, the Pikes Peak Division of NMRA, the Pikes Peak Engineers, and early on, SlimRails have used the Zoom subscription.

The TECO board also planned and held an outdoor swap meet in September; the swap meet was a success in many ways. It helped TECO vendors move merchandise, got us all out of the house, and proved that TECO could operate in multiple formats. With that experience under our belt, TECO hopes to have another swap meet in May should public health barriers keep us out of an indoor venue. The TECO board has selected May 22nd as a potential swap meet date. However, should public health concerns be minimal, we will move forward with a full-on model train show May 22-23, 2021. A TECO May event location will be either in the Chapel Hills Mall parking lot or the upstairs event center. Stay tuned!

TECO held its corporate meeting this past week, and all current board officers were re-elected. My last communication through the Milepost solicited NMRA members to join TECO. That invitation is still open. Though we welcome your input, TECO would like to invite individuals with unique skillsets to join us as well. For example, TECO could use a volunteer coordinator, website guru, or marketing and advertising coordinator. If you do not have any of these skills, join us anyway and find your niche. We are looking for long-term, dedicated folks to make TECO better. Contact me if you are interested. Email: eamaline@gmail.com or Phone: (915) 491-4819

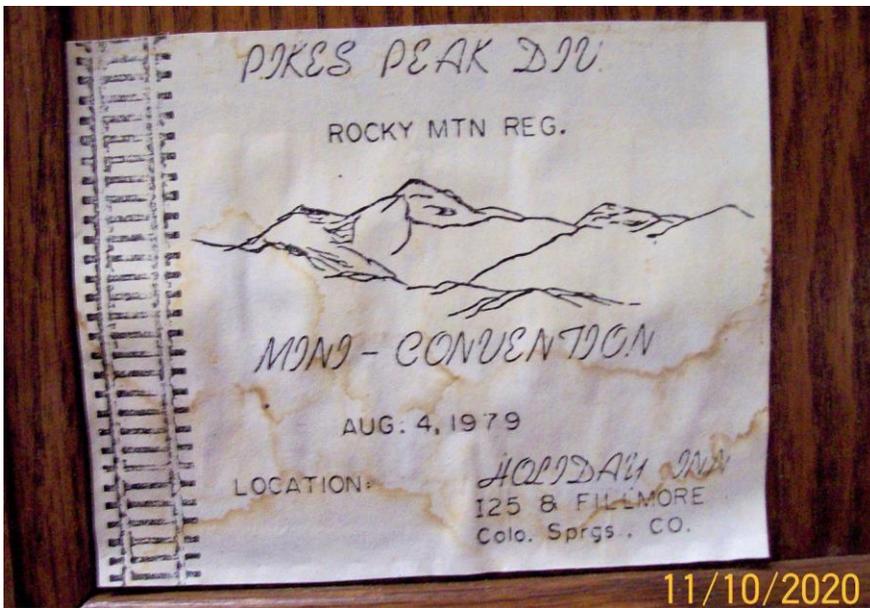
Merry Christmas and Best regards,

Elizabeth Maline
Chairman
Train Expo Colorado

Look What I Found!

By Jerry Hansz

Went to the closet for something this morning. Look what fell out! A door prize.



I actually won a door prize at the Rocky Mountain Region mini convention on August 4, 1979. I had forgotten all about it till today (11/10/2020). Here is a photo of the door prize.



Remember Wally Smith's wicked sense of humor? I miss him. And the little dog too.

TECO-Tough Freight Cars: Illustrated

by Tony Pawlicki

Harking back to the July 2020 Milepost article "TECO-Tough Freight Cars", there were lots of words but no pictures. Some tricky points could benefit from pictures (besides, a picture takes up a lot less space than a 1,000 words). The focus here will be on two of the areas (cut levers and stirrup steps). The original text for those areas is repeated here – we will see how much help the pictures that follow will be. (Numbered figures are of models, commercial product figures have letter labels, A, B, et cetera.)

Fragile Uncoupling Lever (CUT Lever) Mounts

If an uncoupling lever is directly attached to the side or bottom of the coupler pocket with glue, minor jostling can break it loose. Bad things that can happen include: (a) breaking the uncoupling lever's mount at the side of the car; (b) breaking the model uncoupling lever itself; (c) causing a derailment. The solution, best applied when originally constructing or detailing the model, is to glue a piece of 0.040" square Evergreen styrene stock to the bottom of the coupler box. Prepare by scraping or filing away any paint and making a nice level clean surface to glue to. Use super-glue for metal coupler box bottoms (Athearn blue box style) or appropriate solvent bonder (such as Plastruct Plastic Weld or Plastruct Bondene) for plastic coupler boxes. Then drill an appropriate horizontal hole through the 0.040" styrene and slip the end of the uncoupling lever through that hole and secure with super glue. If you form the uncoupling lever from copper or phosphor bronze wire, you can arrange for the readily visible portion of the uncoupling lever to end beneath the coupler for added realism.

Fragile Stirrup Steps

Some model stirrup steps are made of thin, fragile plastic. They can be replaced in a couple of ways. One way is with bent-to-fit copper or phosphor bronze wire mounted into holes drilled horizontally through the car's side sill and super-glued inside the sill. Another way is to super-glue an Evergreen styrene shim inside the side sill to make it thick enough to allow vertical holes to be drilled into the side sill for inserting the appropriate style of homemade or A-Line bronze stirrup step, securing with a touch of super glue on each hole just before insertion.

First, Cut Lever Techniques

Figure 1 shows a cut lever (bent from 12 mil phosphor bronze wire; 1 mil = 0.001 inch) mounted. The center mount is the 40 mil square styrene with a 20 mil hole through it, while the outside pivot is a Detail Associates eye bolt (Figure 2) mounted with Super Glue in a hole through a scratch-built plate that drops down from the frame. Note that the 40 mil square styrene is attached with Super Glue to a roughened portion of the coupler box bottom cover – it is important to remove any paint to get a good bond. Super Glue then secures the cut lever to the 40 mil styrene. Installing the cut lever involves threading its inner end through the outside pivot and then through the 40 mil styrene. Usually the coupler will need to be moved out of the way for this step; sometimes the 20 mil hole needs to be enlarged sideways to let the cut lever pass through. Figure 3 shows a different view with a primary focus on the center attachment. Note that the cut lever is NOT glued to the outside pivot – doing so would just leave a blob while not adding any needed strength.

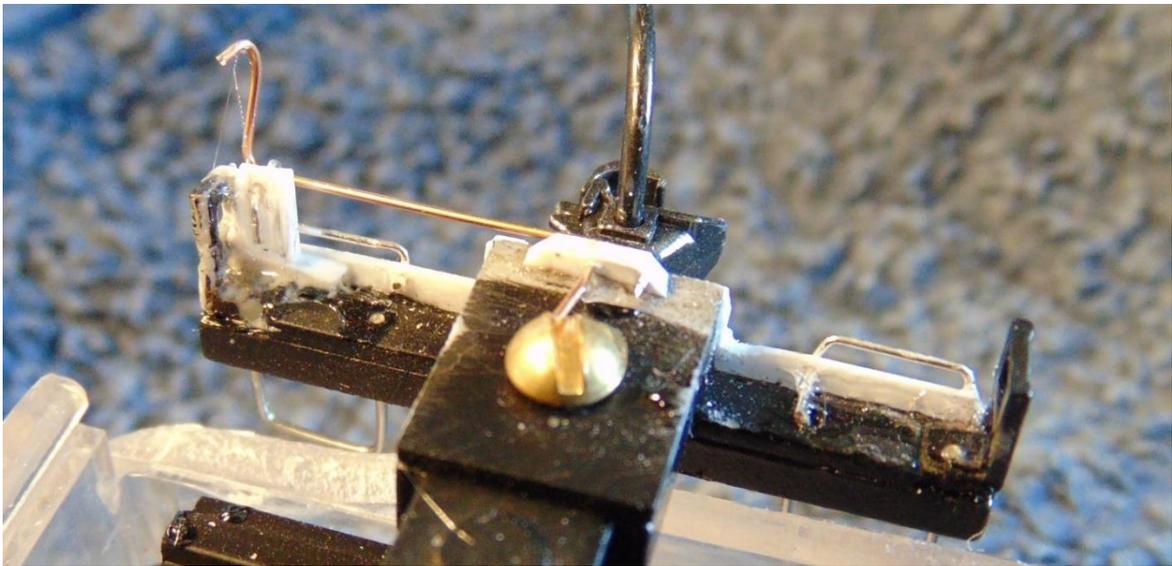


Figure 1 - Roughened Glue Spot and Scratch Pivot Mount

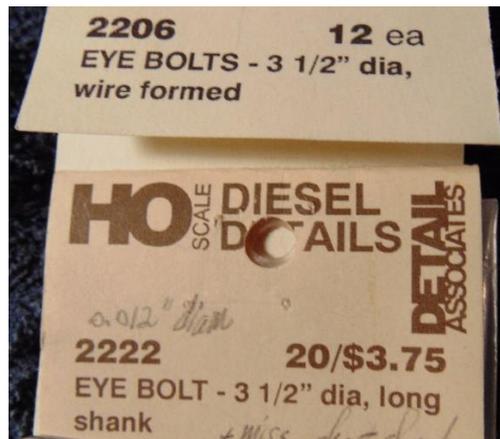


Figure 2 - Detail Associates Eye Bolts

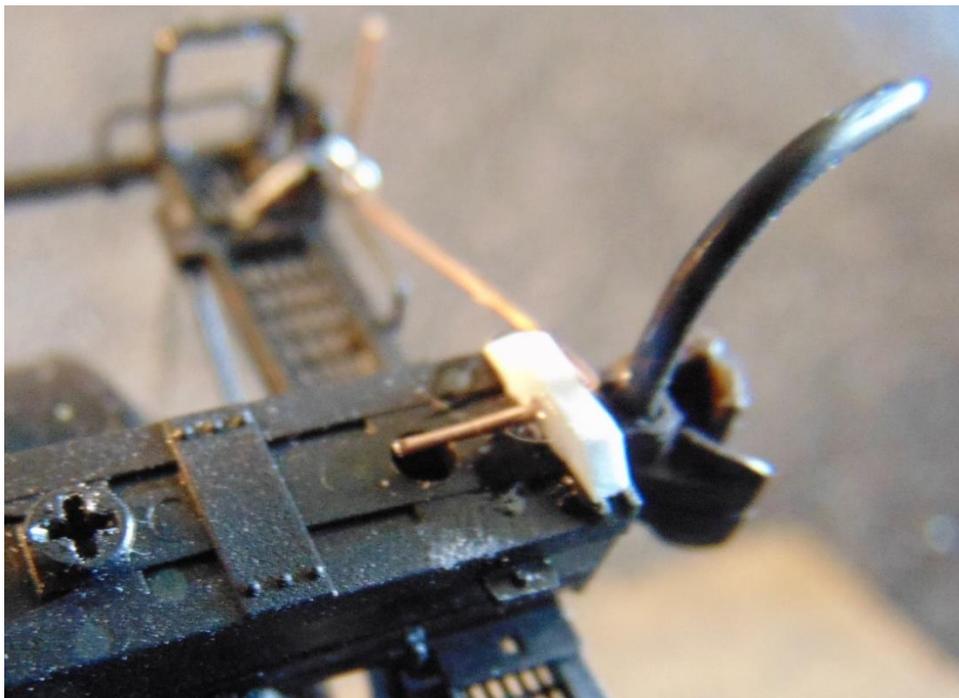


Figure 3 - Center Cut Lever Mount

Figure 4, Figure 5 and Figure 6 show examples where the eye bolt can be attached to a bracket that is already part of the stock model, though one must drill one's own hole (gently in some cases, such as in Figure 5 where the model part is quite delicate). Figure 7 shows that even some very old models (here, the venerable Model Die Casting 2-bay covered hopper) provide an easy outside pivot: no eye bolt needed, just drill through the protruding flange.

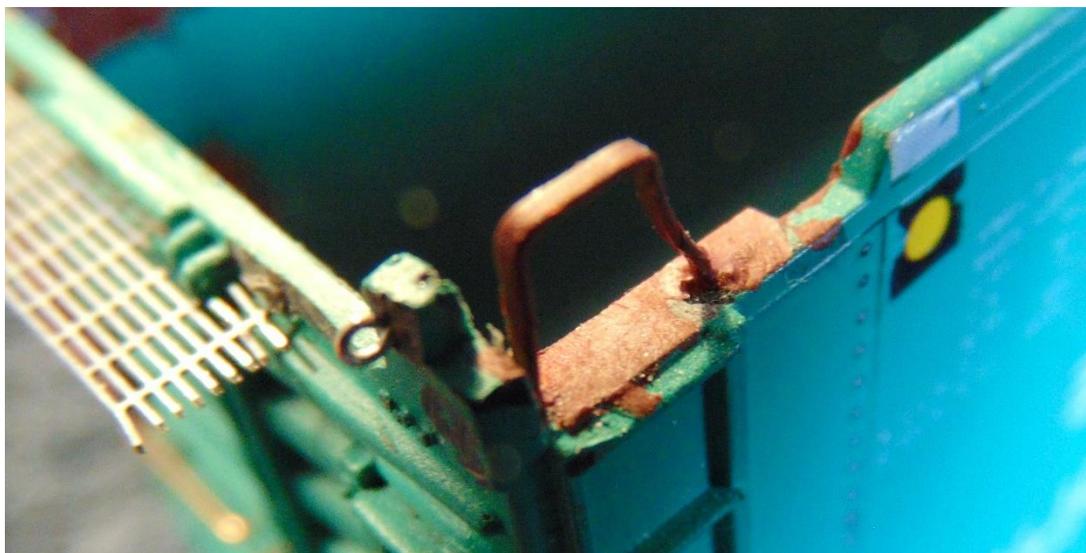


Figure 4 - Outboard Pivot and Type C

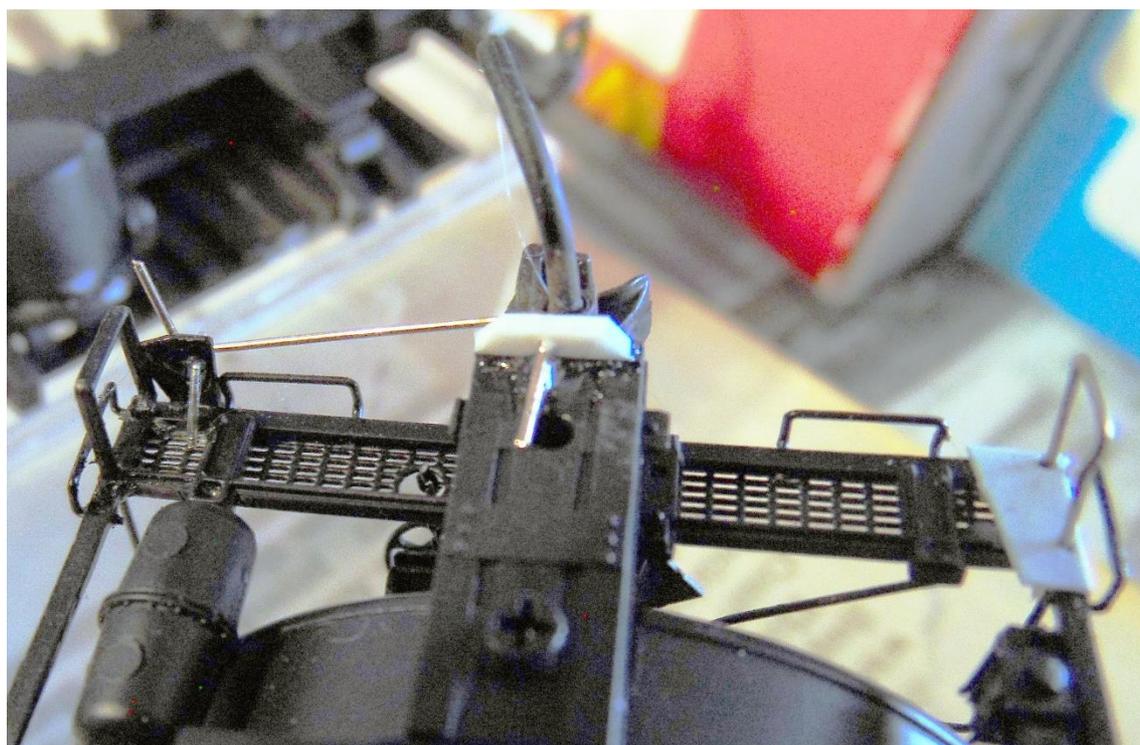


Figure 5 - Stock Pivot Mount

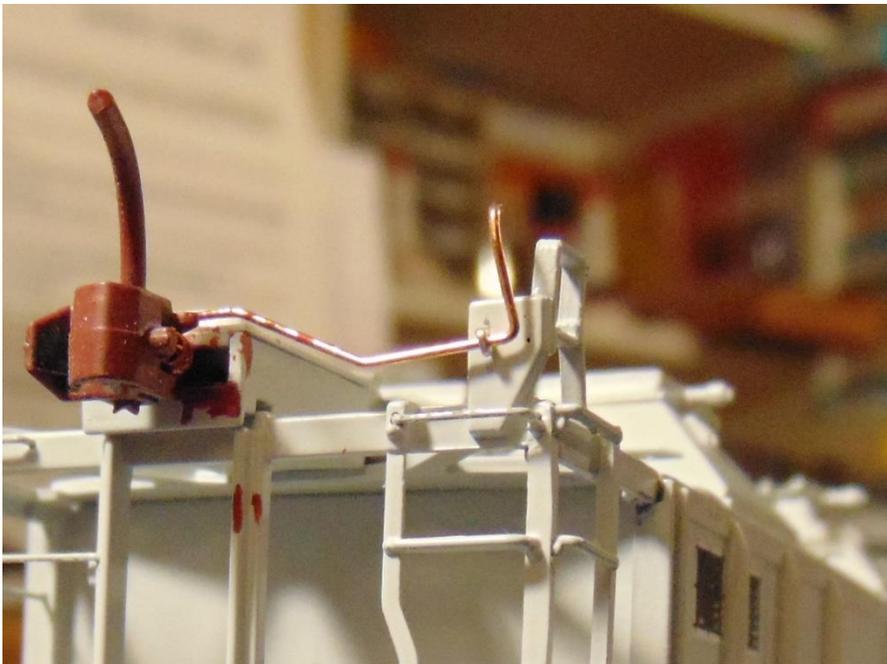


Figure 6 - Stock Pivot Bracket Walthers

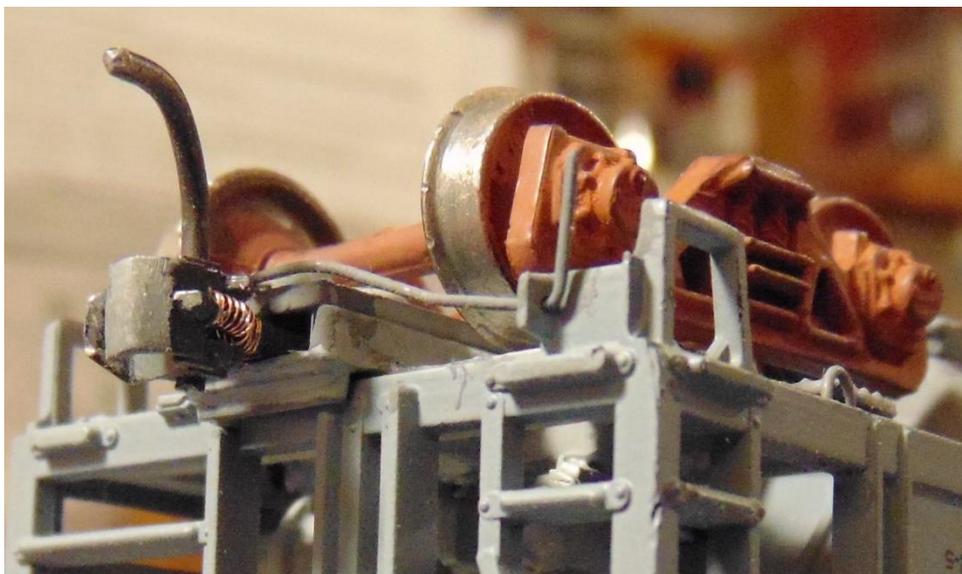


Figure 7 - Pivot MDC

Figure 8, Figure 9, Figure 10, Figure 11 and Figure 1 show examples of adding a scratch-built bracket for the outside pivot, usually with an eye bolt but sometimes just with a protruding flange made from styrene angle stock like the old Model Die Casting 2-bay covered hopper.

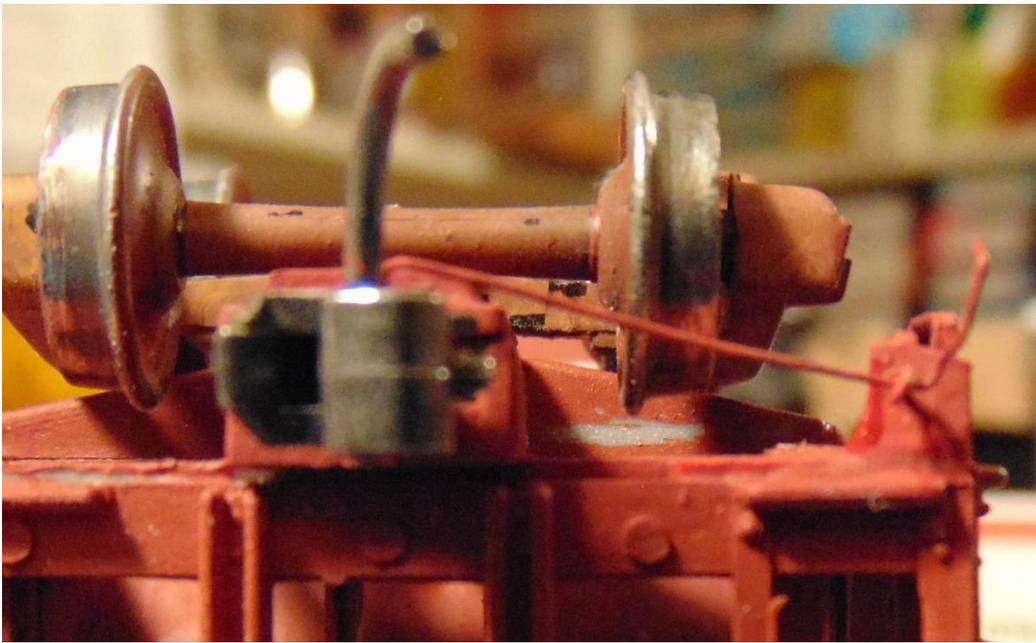


Figure 8 - Scratch Pivot

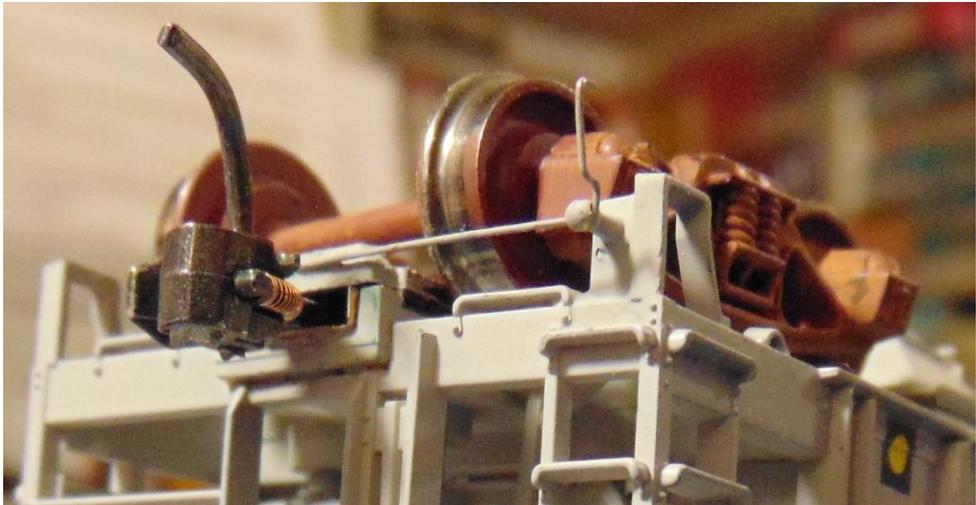


Figure 9 - Scratch Pivot Bowser 1



Figure 10 - Scratch Pivot Bowser 2

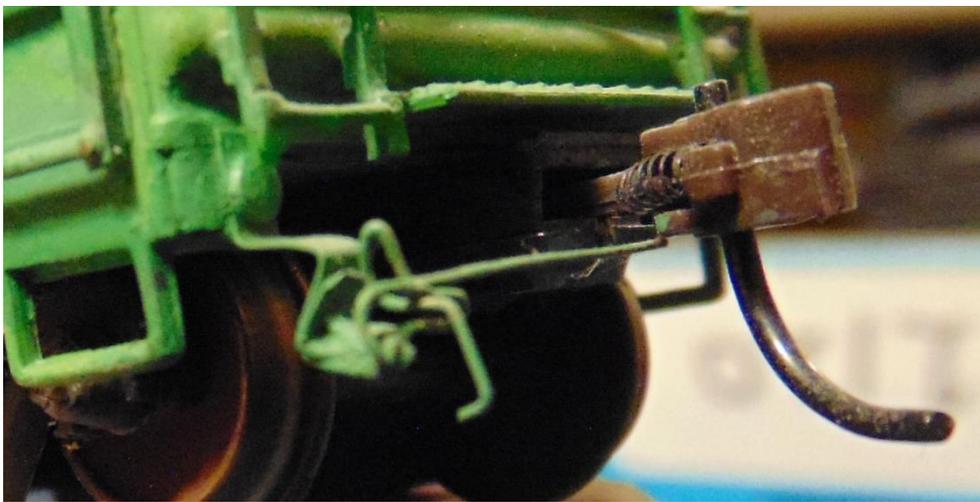


Figure 11 - Z_Pivot SPS

Second, Stirrup Step Techniques

Figure 5 and Figure 12 show a broken-off delicate stirrup step replaced by a scratch-built (formed wire) step mounted through a styrene plate and the end platform. Here, after the attachment of the plate to the underside of the end platform had set up solidly, 20 mil holes were drilled up through both the plate and the end platform, the extra-long stirrup step was inserted and Super-Glued from beneath and the step material protruding above the end platform cut off flush with the platform.

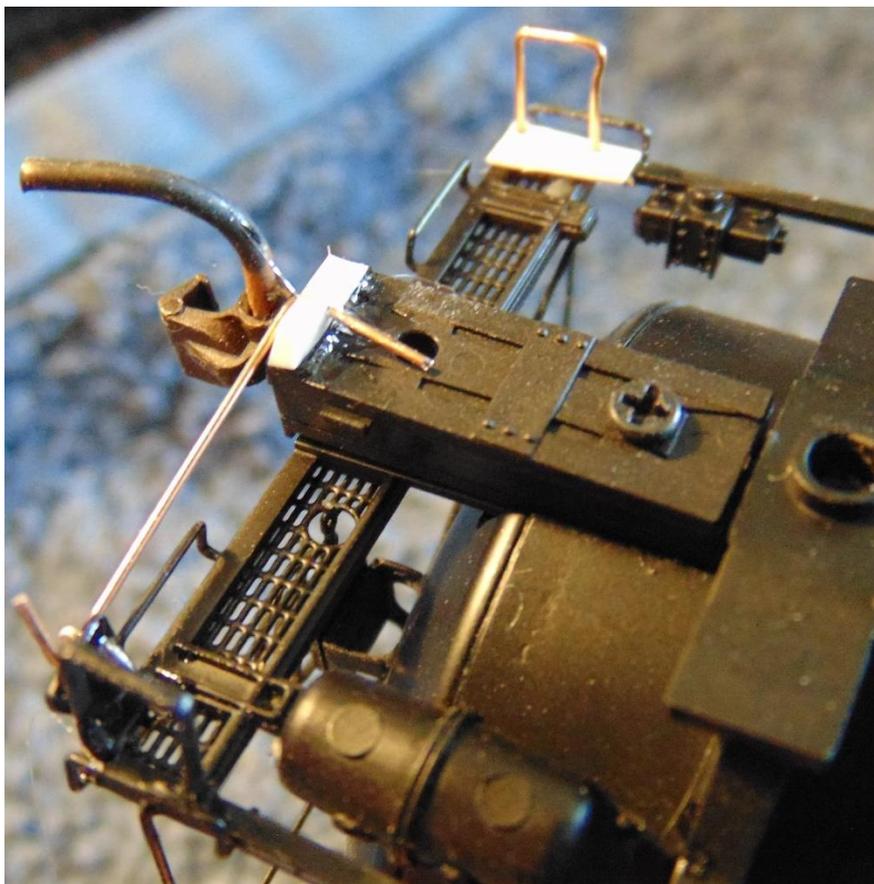


Figure 12 - Repaired Stirrup

Figure 13 shows the stock, rather crude cast-on stirrup step replaced by a finer and more durable A-Line Type C brass stirrup step mounted into a side sill thickened by the addition of a piece of strip styrene.

Without the thickening, the side sill is too thin to be drilled into for the mounting holes. Of course, the floor casting must be notched to fit around the thickened part of the side sill.



Figure 13 - Type C Stirrup Step and Crossover

Third, Cut Lever Outside Pivot Mount Techniques

Examination of many prototype photos shows an amazing variety of styles in the outside mounts. Some are amazingly complicated. While this can make duplicating them a pain, on the other hand, they provide a way to make your model unique. Figure 11 shows one example, modeled with a zig-zag brass strip pin-mounted to a styrene sill-thickener. Figure 14 and Figure 15 in particular show an unusual scheme used on a City of Prineville cushioned underframe boxcar, with an extended bracket supporting a horizontal loop (rather than a vertical eye bolt) to allow for the shifting of the cut lever in response to the position of the cushioned coupler pocket. This scheme is so “cute” that Railroad Model Craftsman provided a drawing of how to model it (April 1990, page 70). Mounting it required an end-wall extension (visible in Figure 14) with a corresponding notch in the floor to fit around it. Figure 16 and Figure 17 and Figure 18 show a Plano Model Products “trombone-style” cut lever and associated outside pivot bracket. It is used on cushion underframe cars, with the cut lever itself lengthening and shortening to accommodate the coupler pocket movement. Of course, if you can’t find a relevant prototype photo or are just trying for a general impression or are in a hurry, a generic example will suffice (Rule 1: It’s your railroad; all other Rules, see Rule 1).

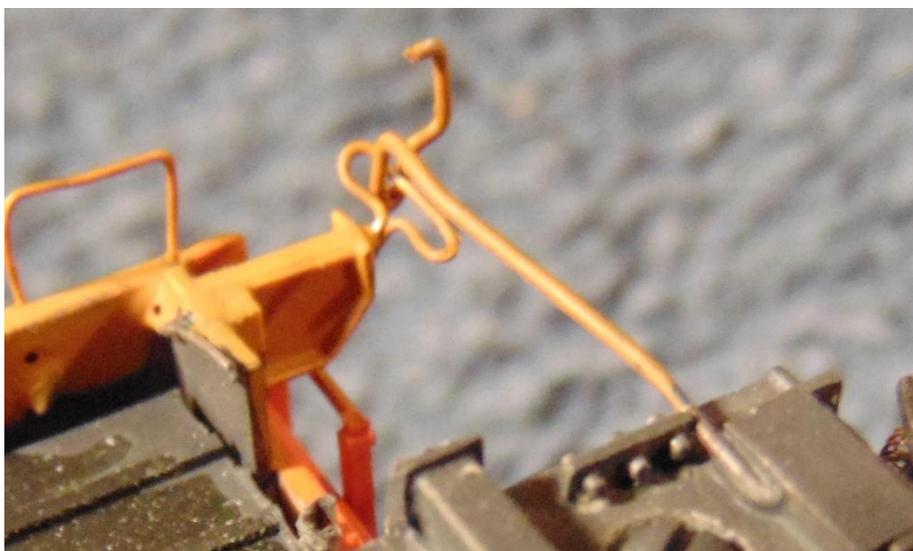


Figure 14 - Loop Pivot RMC 1



Figure 15 - Loop Pivot RMC 2

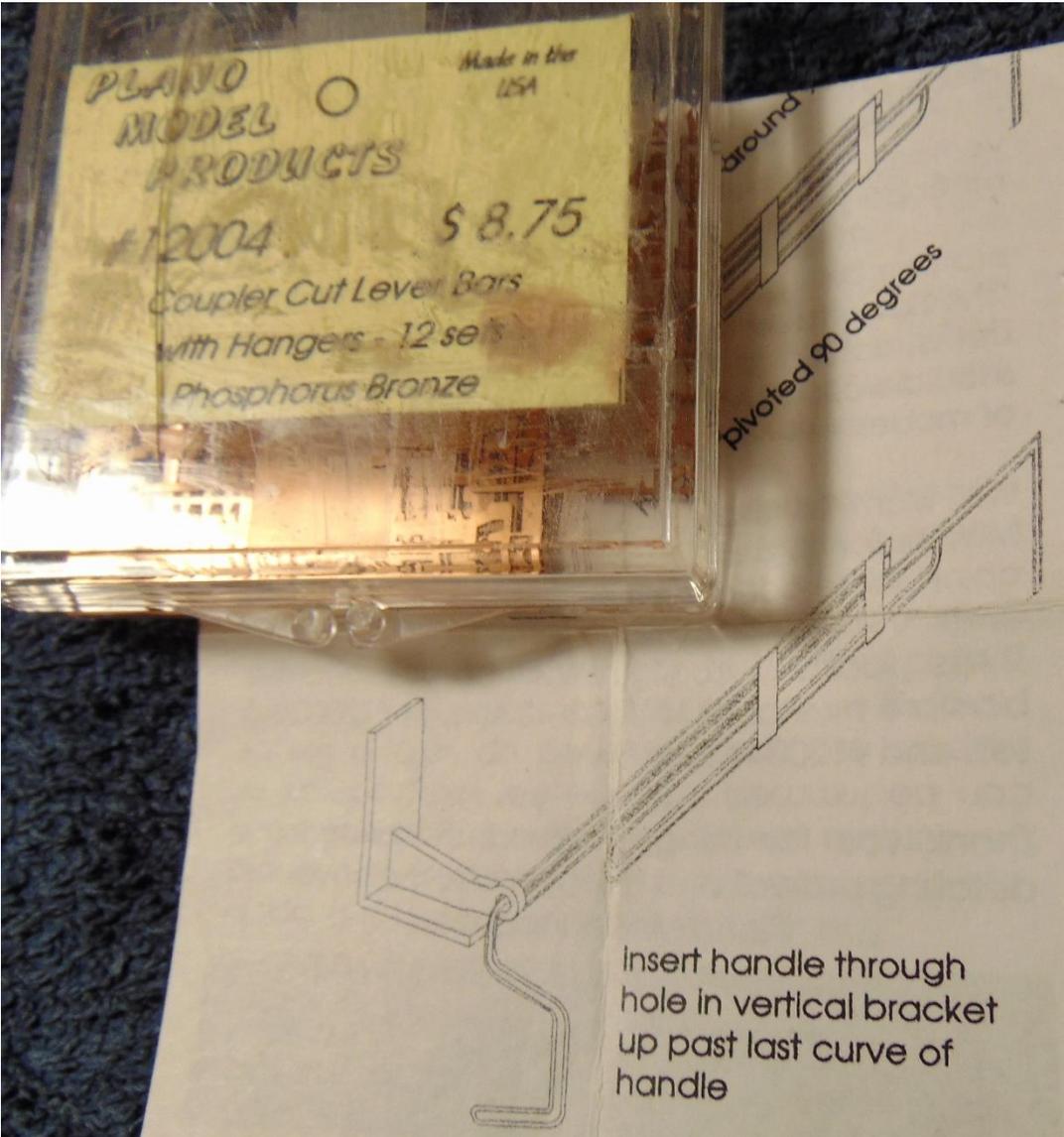


Figure 16 - Plano Trombone Cut Lever



Figure 17 - Trombone Cut Plano 1

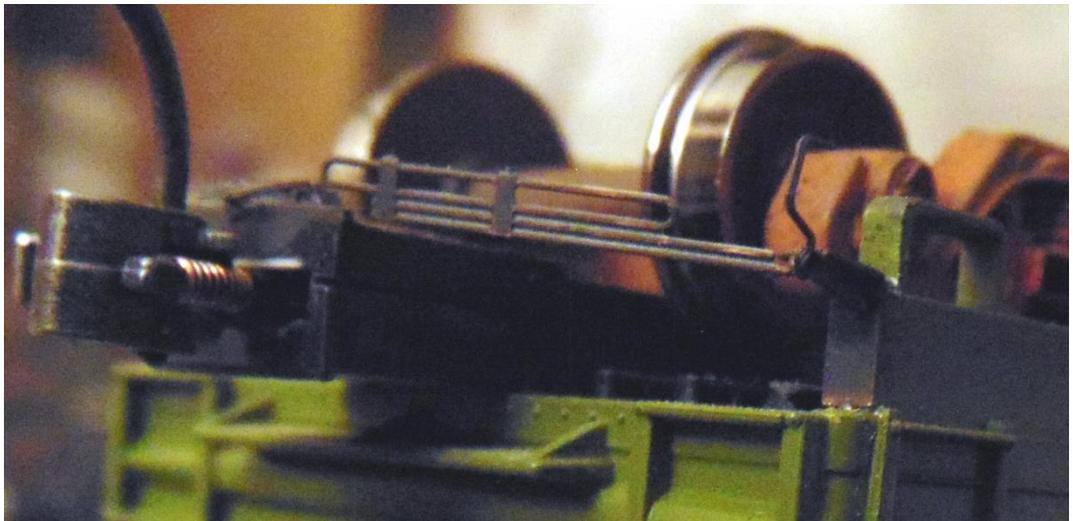


Figure 18 - Trombone Cut Plano 2

Fourth, Miscellaneous Tricks

Scratch-built Crossover Platform

Figure 13 and Figure 4 show an end crossover platform made from Plano Model Products Apex style slotted material in 8 mil stainless steel (Figure 19). Attachment is via holes in the end wall of the model (visible as the roughly circular glue-wetted areas in Figure 13). The prongs that fit into the holes are created by cutting the crossover platform extra-deep and snipping away a few rows of the left-right segments between the front-back segments.

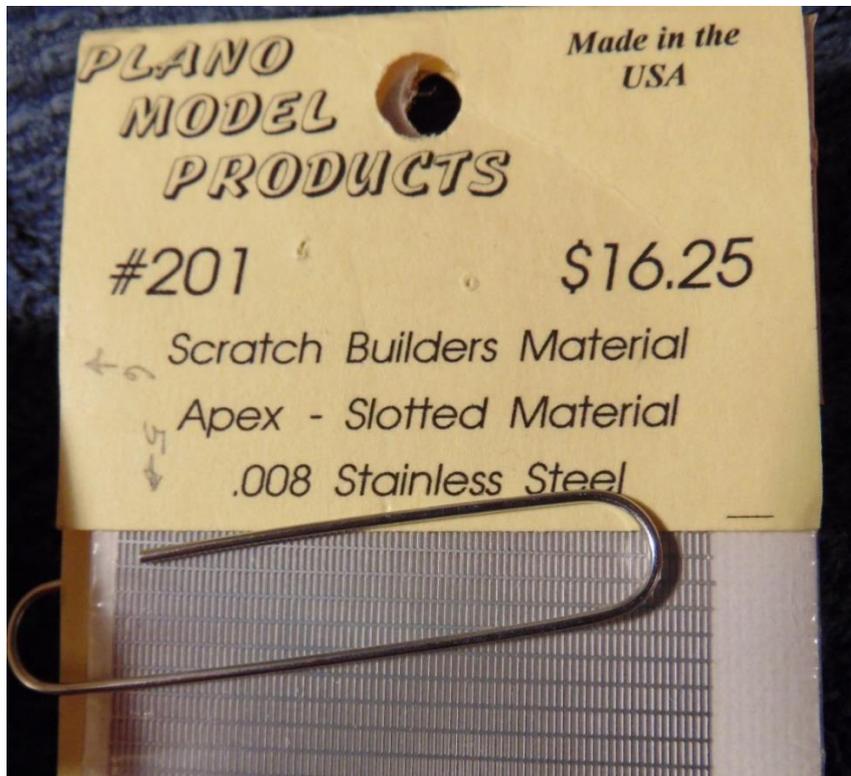


Figure 19 - Apex Slotted Material

Nose Coupling Plow Interference

Walthers locomotive 8-40BW ATSF 549 refused to couple nose-on with freight cars at a TECO show. The freight cars were just pushed away. Very annoying. The key to a solution was to realize that the plow was mounted so far forward and so close to the railheads that the freight car's Kadee #5 trip pin was contacting the plow before the car could get close enough to couple. The cure was to notch the bottom of the plow in the area where the trip pin was making contact, so that the trip pin could slide beneath the plow. Figure 20 and Figure 21 show the plow bottom after notching and the successful coupling with the freight car's trip pin slid into the notch beneath the plow. Most locomotive plows are not mounted so far forward which is why this problem had not been seen before with other locomotives; ATSF 549 had previously only been run as a lead unit, which delayed the discovery of the problem. As Roseanne Rossannadana would say, "It's always something."

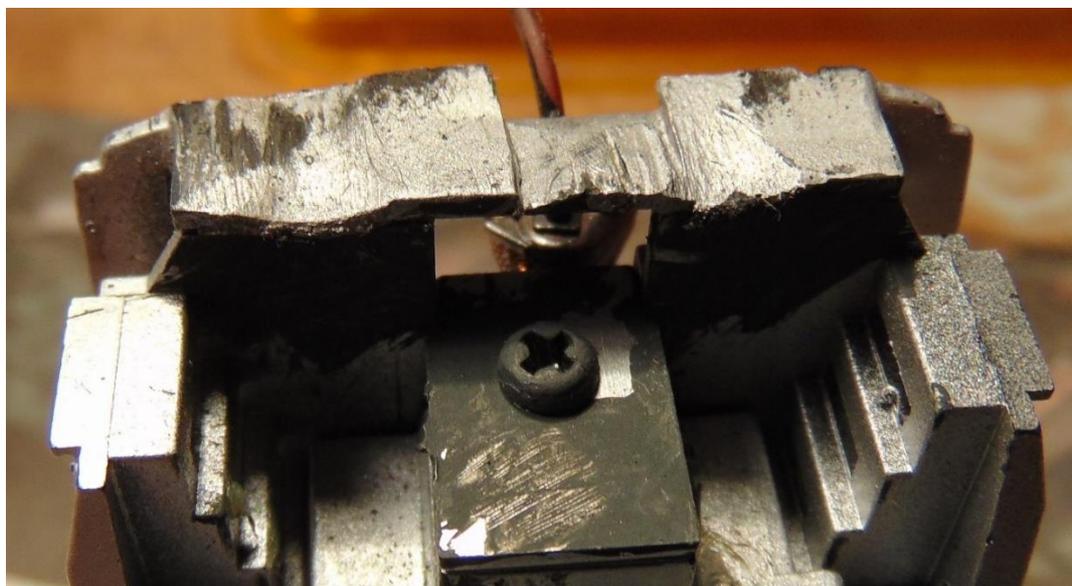
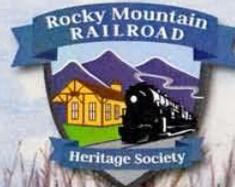


Figure 20 - ATSF 549 Plow Bottom



Figure 21 - ATSF 549 Nose Coupling





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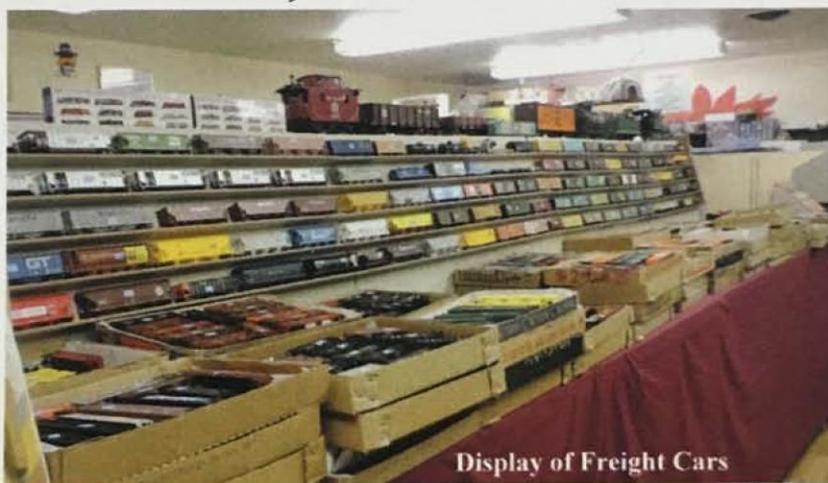
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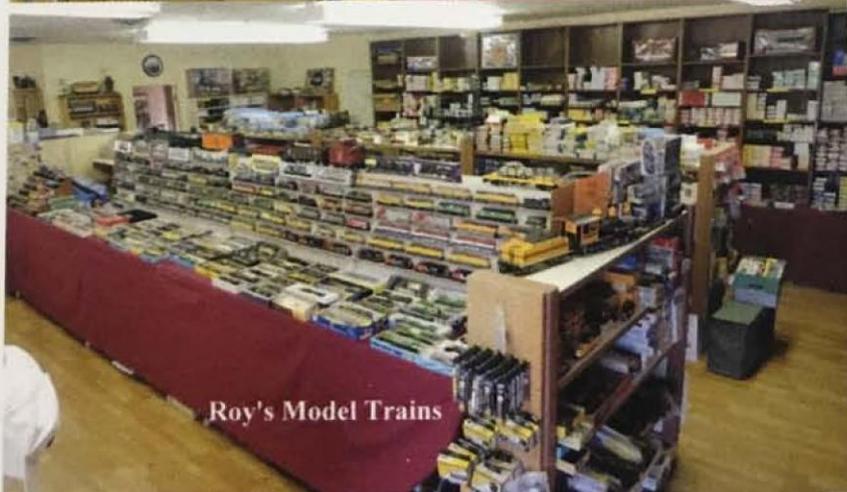
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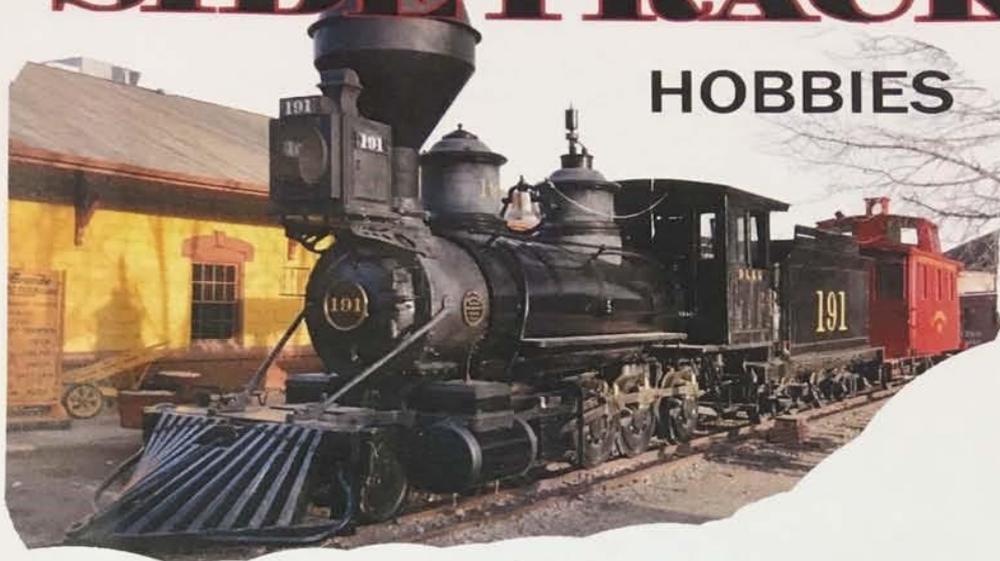
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