The Milepost

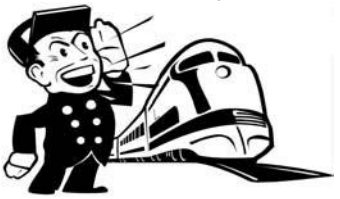
Volume 44, Number 12 — December 2024
The official newsletter of the Pikes Peak Division
Rocky Mountain Region — National Model Railroad Association.

NEXT MEETING:

Monday, December 16th, 2024, 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 12th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Show and Tell Program: {to be determined}
February 9th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Offline Buildings Program: Lionel – HO Vintage Trains
March 8th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: MOW Program: Harvey Houses of the Southwest
April 12th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Odd Ball Program: The Delagua & Bethua Railway
May 10th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Diorama Program: {to be determined}
June 14th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Rolling Stock Program: Charles Marchbanks
July 12th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Locomotives/Steam Program: Inventory Control Using Cards
August 9th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Photos Model/Layout Program: Circus Trains
September 13th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Photos Live Program: John Emmot
October 4th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Railroad Structure Program: Microcontroller Update
November 8th, 2024 (Friday)
NMRA-PPD monthly meeting
Contest: Locomotives/Diesel Program: East Broadtop
December 16th, 2024 (Monday)
NMRA-PPD monthly meeting.
Program: Xmas Party



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The Milepost, Volume 44, Number 12, December 2024, 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. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address: dave@bristow-family.org Thank you.

Next Meeting on Monday, December 16

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 check out the Rocky Mountain NMRA Callboard:
https://www.rmr-nmra.org/callboard.htm

Editor's Thoughts

Merry Christmas

& Happy New Year

2024 is slipping away faster than a December snowflake. With Christmas just weeks away and the new year right around the corner, it's easy to wonder where this year has gone. How many of us can say we've checked off every item on our 2024 to-do list? While this year has been hectic, I can't say it's been my most productive.

Wishing you and your loved ones a wonderful holiday season! May 2025 be a year filled with exciting model railroading adventures!

David

Tidbits

Bob Bandy's Layout

Our local TV station, KOAA News, posted an article featuring Bob's layout. Four videos highlight aspects of his extensive modeling endeavors, and one contains interesting elements of Bob creating rock molds. If you have never had an opportunity to see his spectacular railroad or you would like to see it again, Bob is holding an open house on December 14th between 10 am and 4 pm at his home (15455 Pompeii Square, Colorado Springs) If you are going RSVP to lrbandy@comcast.net

Cincinnati Division 7 Freight Cars

Cincinnati Division 7 offers a limited-edition HO scale freight car for sale/purchase. It is an N&W HC-46 ACF 2-Bay Covered Hopper in a unique repaint scheme with patched-out data. This link provides details about it, as well as pricing, shipping, and ordering information.

Keepin' it on the Tracks

By Mark Fuerstenberger

December Christmas Party – December 13th

December is rapidly approaching, and Tony has been shopping for gifts. Hopefully, everyone can attend as December is more of a holiday party than a meeting. Even if you are not a regular attendee, we'd love for you to show up. There will be a concise meeting, followed by food and presents.

BMRC Rocks and Rails - December 14th & 15th

If you're looking for another train show to attend, there is one in Longmont, CO, at the Boulder County Fairgrounds.

TECO Show - February 22 & 23, 2025

TECO Model Train Show ($11) – Colorado Springs Event Center, Colorado Springs, CO Saturday 9-5, Sunday 10-3

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

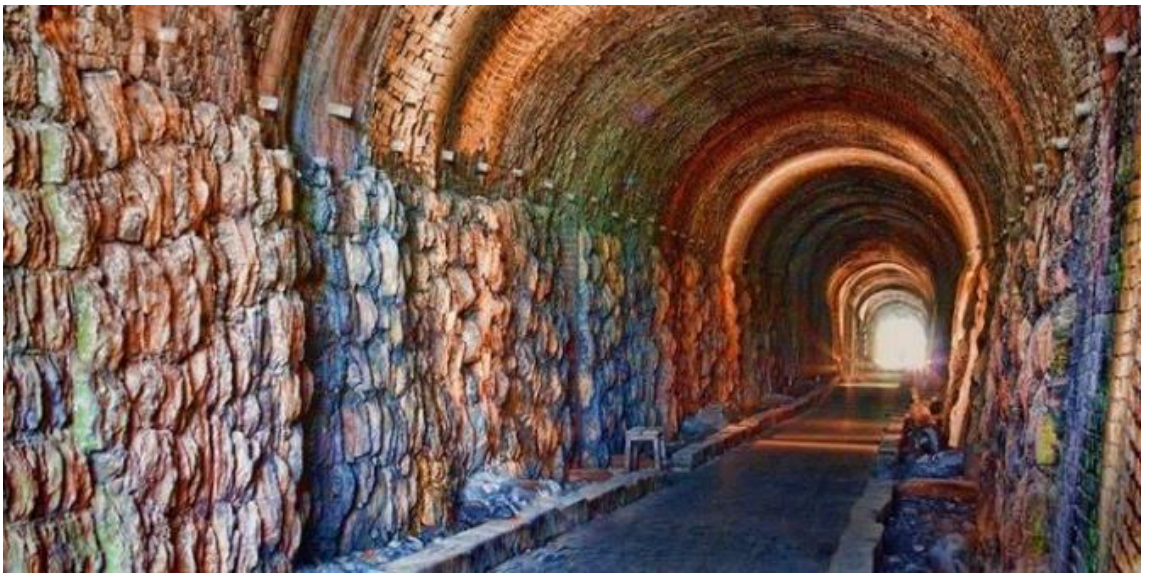
STATION No. VI - the 90th NMRA National Convention, set to occur on July 14-19, 2025, in Novi, Michigan, USA. See the ad below for more details and the website to register.

December Wavy Rails

By Joe Costa

Spaghetti Railyard & Tunnel Hill Near Dalton, Georgia

Sometimes, real railroaders have the same issues as model railroaders. I hope they have enough rail joiners. Nearby Tunnel Hill is on my list. The lighting is surreal.



Back to Colorado

Blade Runner Train (24 Blades)

An empty coal train came up to the Uintah bridge and stopped.

Then, the Blade Runner Train headed south through downtown Colorado Springs. Each blade rested on three flatcars.

The next day, I saw a train carrying rails heading south over the Garden of the Gods railroad bridge. There was no time for a shot. It looked a little like one of these photos from the web:

This massive, lonely iron bench was where I took pictures of the train on the Uintah bridge, which was not far from Van Briggle Pottery. It really should be in a park with some kind of historical marker.

Rerouting the Railroad through South Colorado Springs

There was an interesting article in the Gazette this November about rerouting the Common Line:

"The proposed $42 million realignment of the tracks would likely start no earlier than 2025 and it must be done to replace the aging railroad bridges over south Tejon Street and south Nevada Avenue, Colorado Springs city plans say. The bridge over Tejon Street was built in 1902 and the one over Nevada Avenue went up in 1948. Both carry about 40 trains a day, according to the city." They are as old as me!

We want to avoid a collapse like the one that happened north of Pueblo:

Updated November 2024

The Colorado Springs South Downtown Rail Underpass Reconstruction project (SDRUR) looks to address safety and operational issues along the rail corridor and improve transportation connectivity for all travel modes to downtown Colorado Springs.

Improvements under the project scope include:

- Replacing three (ancient) railroad bridges at Nevada Avenue, Tejon Street, and Shooks Run
- Replacing the Las Vegas Street Roadway over Shooks Run bridge
- Improving Tejon Street and Nevada Avenue from Fountain Boulevard to Mill Street
- Improving other neighborhood streets and sidewalks
- Creating quiet zones and improving pedestrian access at Sierra Madre Street and Las Animas Street
- Planning for future connection of the Legacy Loop trail

Mandatory Safety Commercial Courtesy Ngineers

There was an out-of-focus club sign on the upper right of the picture, so I covered it with a mirror of the two buildings.

Colorado Springs Yard Frankenstein Connection

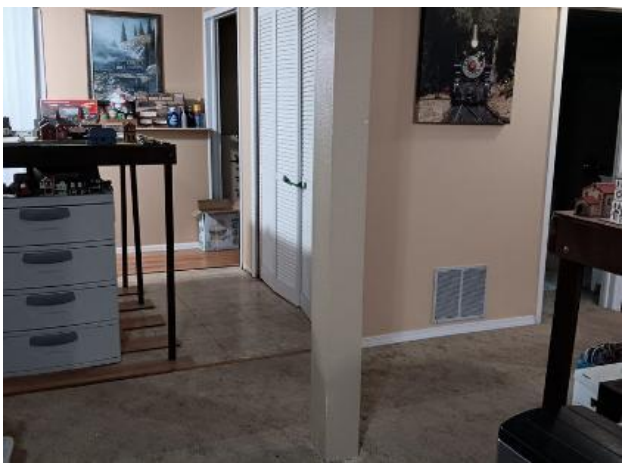
This is where the modules connect to the layout. Bachmann and Piko tracks connect to the three module tracks. The second image shows the two mainline tracks heading toward the yard. There is a jog in the curve I had to make to avoid a basement column and widen the narrow aisle to 18 inches.

The third picture looks toward the junction with the modules and the mainline. Fourth is the Colorado Springs yard.



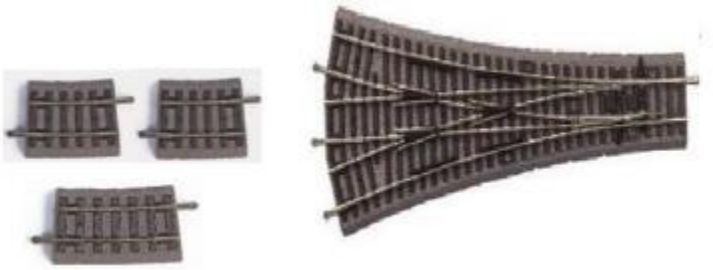

The yard had a fifth parallel track, and the two parallel curved tracks were more to the left. The inner yard track is being replaced with a curve that joins up to will join up to this three-way turnout at the layout's edge.

On the left, the originally planned gap above the drawers has been eliminated. A notch in the diagonal in the upper corner of the image allows the two rows of modules to butt up to Colorado Springs. From the post to the layout area is three feet. The gap between Chicago and the module peninsula is about 18". Between the window ledge tracks and the rectangular module row, the gap will be about 30". Two views give perspective:

Module Home Layout Integration Project Update

I have two functional modules, Las Vegas, New Mexico, and Waterfall, two undergoing overhaul (Winslow, Arizona) and one under construction (Las Vegas Roundhouse). The roundhouse mainly just needs legs. In addition to an EZ-track connection line on the home layout Colorado Springs section, I am installing a Piko connecting track to the edge of the layout with a three-way Piko turnout to connect the two Las Vegas modules. I am buying an additional small, curved Piko track to work out the curvature. Next, there will be a 180-degree curve, then the Winslow Modules. The curve will be EZ-track but otherwise module-compatible.



28” radius EZ-track will connect the fixed layout to the three-way switch from the Colorado Springs yard. That required moving the two curved track sections moving away from the edge of the layout. I chose Piko because they have better geometry options than Bachmann. It will still take some carving to get it to fit right.

Colorado Springs Connection

The connection to the expansion is the three-way switch in the lower left corner. At the upper, you see a corner jutting out that has been notched to allow two modules to butt directly against the Colorado Springs peninsula. Eliminating the bridge allows me to expand the width of the Taos module without compromising aisle space.

The outside curve on the left was originally an offscreen yard track. It now is the connection through the 3-way switch above to the module expansion.

The original two loops on the Colorado Springs area of the layout were moved. The outside curve on the left was originally an offscreen yard track. It now is the connection through the 3-way switch above to the module expansion.

TAOS 4’ X 6’ Curved Module

This was a photo that still looks a bit distorted. Straight tracks are all parallel. We will make up an AnyRail diagram. There will be a four-foot-long backdrop between the straight tracks. Two tows of the two modules will be between the curved module and the original layout at Colorado Springs.

The 180-degree curve of the Taos module connecting the Las Vegas modules to the Winslow modules will also be EZ-track, 28, 33, and 35-inch radius with a few short straight tracks to help align the inner half circle.

With the selection of available curved tracks, Bachmann, there is no easy way of getting three clean semicircles of concentric curved tracks. You can, however, cheat by alternating slightly different radii. This picture came from AnyRail, which is track planning software. Bachmann has two different "pairs" of concentric curved tracks available but no triples. I had to "cheat" by alternating tracks of different radii and inserting short straight tracks to get a better "blend." I may tweak it even more. I will test the track with long passenger cars to verify passing clearance.

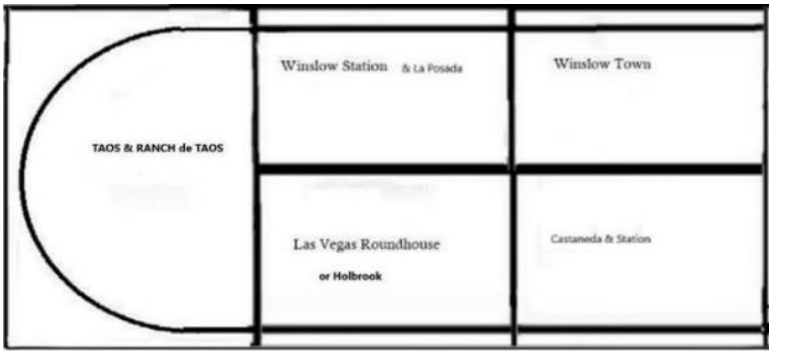
At the "top" of the semicircle, stations along the straight track for Rancho de Taos and Taos will be there.

The curves here will be the broadest on the layout. As you may have noticed, the Colorado Springs and Taos loops have the same nesting issue.

Install the Track on the Curved Taos Module.

The church and other buildings and a background will be installed. It will be twice the size of a typical module. There will be a station on each end, one for Rancho de Taos and one for Taos. This "module" is twice the size of a typical module. I had to order additional straight track.

6' X 12' Branch Line Expansion Overview Adjacent to Springs



Fortunately, the home layout is in a basement with ground-level access.

Colorado Springs peninsula has an angled connection to the track along the outside wall that will be close to the Winslow modules. A notch has been cut to make the module perpendicular and eliminate a bridge between Colorado Springs and the modules near the pillar.

The unused modules will be stored underneath the expansion behind the skirting.

My Plan was not an Original Idea

The Ngineers already implemented the idea of connecting standard modules to curved modules.

Unfortunately, most model railroaders at trains show they like operating from within their layout and are unlike Flat Stanley.

Southwestern Background

Bought this 12’ background several years ago. This snapshot is from a small image from outside the sealed roll. We could use a four-foot background for Taos, Holbrook, and Winslow. I would still be short one backdrop. The height of the image is 18”. My backdrops are 20” or less. I may have to “hide” the lower two inches or so of the backgrounds.

I ordered an inexpensive print from Temu that might do the job for the fourth background. It is 59” X 39”. Trimming off the bottom of the image, it should look like the next image. Compared to other prints, it is a very inexpensive image. The trim could be used elsewhere if needed.

Colorado Springs Connection

The connection to the expansion is the three-way switch in the lower left corner. At the upper, you see a corner jutting out that has been notched to allow two modules to butt directly against the Colorado Springs peninsula. Eliminating the bridge allows me to expand the width of the Taos module without compromising aisle space.

The outside curve on the left was originally an offscreen yard track. It now is the connection through the 3-way switch above to the module expansion.

Mobility Option

There will be more modules than available space. The Las Vegas Roundhouse module will be swapped out with the Waterfall module or Holbrook module.

For Holbrook, several buildings already exist, such as a teepee hotel and a second motel. The station must be assembled, and the Dinosaur Rock Store must be designed and built.

Planned Holbrook Module 2' by 4'

The first step is to take Route 66 next to the tracks to maximize visibility and effective use of space.

This is a modified compressed Google Earth shot of Holbrook. The Teepee Hotel will be flipped around as shown. The three tracks will be at the bottom of the image.

This module will use the 2'X4' section left over from the 4'X8' sheet used for the 4'X6' curved module.

Most tents pictured were homemade. I have bought a dozen nice, manufactured ones from Michaels (on sale), which will replace the originals.

The base of this module will be from excess from an 8' X 4' sheet for the Taos curve base left over the 2X4 section. The Wigwam Hotel has been flipped around to make it more visible by trackside. The Western Hotel will be next to it.

I am going to arrange the hotel in the next picture to match up with the overhead view:

This expanded hotel will take up about a third of the length of the module

The next two new buildings will be moved north of the highway.

Dinosaur Rock Shop:

Mexican Restaurant:

The station will be moved to the north side of the tracks (away from Bucket of Blood Street).


Window & door openings will be covered in the station.

The main highway will jog north of the station.

North of the station will be a business block.

Like the Las Vegas Roundhouse module, Holbrook will have a track box like this bolted to the front of the module.

Las Vegas, New Mexico Roundhouse Module (80% Done)

Brought to you by Hieronymus Bosch Engineering

The picture from the Las Vegas module illustrates my approach to having a separate track section.


I found another roundhouse kit and will be adding two standard-length stalls on the Castaneda side and one hacked short-width stall near the background on the opposite side. The Castaneda module needs some R&R after serious “earthquake” damage during transit.

The triangular space on the left will be filled in by a roundhouse extension.

The open space on the inside right side of the stall has been eliminated on the station side, as shown to fit the available space. Windows, stall doors, and roof need to be installed. The old outside wall was moved to the right and replaced by interior gridwork—no need to waste a nice outside wall. The right front window wall was shortened to match the stall width. I call the last stall the Bed of Procrustes.

As you can see, fitting in with the new, smaller roof is challenging.

I printed out an expanded (mirrored) picture of the back stalls as a backdrop. It cost $70. Yikes.

Since the image is so unique, I did not have a lot of choices.

Return of Winslow Arizona Modules

I am still planning to insert the smallest church in America in the patio area near the back of the Winslow city module between two buildings. The area is already highly compressed.

I have a small chapel, last above, which I may use until I find or create a more prototypical one.

This area I modeled is about half the size of the actual block --- serious selective compression.

Both Winslow modules are less than 36” deep. All others are 30” or less. The curved module was set at 6’ wide to accommodate any combination of rectangular modules.

Waterfall Module

Being a solo module, this one will stand unconnected near the Chicago peninsula. It will swap for variety with the Las Vegas roundhouse module. Dinosaur and Alien invasions have left it relatively unscarred.

San Diego Pacific Surfliner Close Call

Rail Spike Productions has a great video on YouTube showing a close encounter between an Amtrak train and a tractor-trailer truck in San Diego near the airport. It all worked out safely, but once you see the video, you tell yourself this HAD to be choreographed. They have many incredible videos.

Yellow Bus & Alaska Railroad Peaceful Coexistence

Goodwill Hallucination vs Montessori Permanence Box

Stopped by Goodwill and saw the unpainted box with the walls and the arched opening. I was able to suppress the urge to splurge $1.99. I returned a week later, and it begged me to go home with me, where I had to spray paint it. I dressed it up with an extra church tower just lying around. I have a piece of wood that became a door. There was a hole in the roof under the tower I slipped the “door” through. I have some arched windows for the sides. To me, the wall looks just like the one at Rancho de Taos. I can visualize an entrance cut through the front wall and a pair of flower beds with the statue of a saint. Both arched sections on top of the tower will be painted the same color as the rest of the church and have a bell.

I did an image search online and found a similar picture. The theory is that young kids are in the out-of-sight, out-of-mind stage until they grow older. From personal experience, the same is true of senile citizens who misplace keys, glasses, and cell phones. I very much resemble that remark.

I will drill holes under the roof and stick some small radius dowels underneath as vigas. Arched windows will be added to the sides.

Because of annoying shadows that I couldn’t remove when I took the photo, I mirrored the picture to get a better image.

Brass bell installation: I did find some brass bells that would be appropriate for the bell tower. Unfortunately, I will have to do some surgery on the tower to get the bells in place. The bells are slightly more significant than the opening of the lower tower section. I will cut the tower section under its roof to provide access. The level above needs a smaller bell. I have not seen any bell in-store, but online, I think I could work.

Not another Goodwill Church?

It used to have a music player, but the winding key on the spire was broken and lost. It will get a cross. The side screws were not used, and this seven-dollar church will be glued to its base. One window has a hole that will be covered up. There will be cosmetic changes. This will be about the 12th church in my collection. Will this earn me a pass through the Pearly Gates? If I rescue a church from Goodwill, does that make it a “rescued church”? These churches will be on the 4’ X 6’ Taos module along with San Francisco de Asis.

Tender Surgery

Kristin’s granddaughter got a brio trainset, which had a problem with the tender. The magnets were installed with reverse polarity. The coal really should be accessible to the engine. I made a surgical correction, and now it is working.

Detroit NMRA Convention with Rail, Road, and Plane Trip

I am thinking about riding Amtrak to Chicago next summer for a ride on the L and visit with a Kristn college friend and then rent a car to visit Kristin’s cousin near Detroit and the NMRA convention, and then another Amtrak ride to Alexandria to visit my younger brother and then a flight back to the Springs.

Golden Spike…well kind of….

By Mark Fuerstenberger

Last month at the November TECO show, Elizabeth Maline had a speaker canceled on her. The presenter was supposed to do a presentation on the driving of the "Golden Spike" at Promontory, Utah. Since the TECO show had been advertising this as a presentation, she hoped to find another person to present it. Amber Fuerstenberger promptly jumped in and mentioned that she and I had attended the 150th anniversary of it when we flew out to Ogden, Utah, in 2019. So, although I got a little "railroaded" into it, I was happy to help and find the presentation I had done 5 years before, seeing if I could re-use any of it for this cause. Well, it turns out that I had done an 88-slide presentation, but the problem was that 82 of the slides were focused on the return of the Big Boy UP4014, and only the last six slides focused on the joining of the transcontinental railroad and the driving of the Golden Spike. So, I found a couple of hours in my spare time and managed to put together some slides and statistics. I had a 40-page slide show complete with a few videos ready for the TECO show.

On Saturday, November 2, the first day of the TECO show, Elizabeth announced that I would present on the Golden Spike. And about 4-5 people wandered over to hear my talk about the "Jupiter" and the 119 locomotives meeting on May 10, 1869, to drive the final commemorative "Golden Spike". Then, on the second day of the show, there were some technical difficulties, and Elizabeth was unable to announce over the sound system about the presentation, and at that point, nobody was coming to see my presentation. For 10 minutes, I stood there thinking someone would show up, but no one did. Finally, a family kind of walked by, and I ushered them right in and told them they were just in time to hear about the Golden Spike. Since they weren't sure they wanted to be there, and since their 2 kids were restless, I cruised through the presentation and tried my best to make it fun. But as I showed them slides of statistics and historical pictures, there was a blank stare on their faces. Then, suddenly, I got to a short video in the presentation of the Big Boy showing up in Ogden, UT, and they all instantly started paying attention. Then I asked them if they would like to see some other train videos on my computer, and they all said yes, so I played a few other train videos for them.

I had two adults and two kids at my presentation, and I put a couple of hours into preparing. I tell you this not because I want you to feel sorry for me but because this was the moment that I realized that I and "WE" can do better. After they left, I thought we needed to find the things that make the kids and parents want to be there. And here we go…… I wrote down all sorts of ideas for kids to do and ultimately let the parents enjoy the time while they are at the show. Instead of parents following around the kids and constantly saying to them, "Don't touch" or "That's not yours," let's do some things they can touch and take home. We need to have some kid-friendly things to do at the next show, and thus, Amber and I are already working on some ideas.

That brings me to the road trip we took the day after Thanksgiving. To do something fun for kids at the next train show, I took Amber and me on a trip to Illinois and back. While I'm excited to tell you all about it, I don't want to ruin the surprise, and I want to ensure that what I'm working on comes to fruition first. After all, if it doesn't work out, I don't want anyone's hopes to rise and let them down. So, more on that later.

Along our trip on I-80 through Nebraska, we stopped at the Golden Spike Tower in North Platte, NE. How fitting this was for me. The whole reason we were on this road trip started with putting together a presentation for the driving of the original Golden Spike. We went to the top of the tower, where you can overlook the world's largest classification yards, which are owned by Union Pacific. The yard has over 400 miles of tracks and can sort up to 3,000 railroad cars daily to build trains for up to 114 destinations. Right there, they have an engine servicing facility. From the top of the tower, it was easy to look out and see trains almost as far as the eye could see or stand there and watch

cars pushed up the hump track and then coast down through multiple switches to meet up with the train they needed to get sorted too. Below are a few pictures from the Golden Spike Tower.

Upgrading BNSF 416783 Covered Hopper Model

By Tony Pawlicki

This should be easy, right? (Famous last words.) I got a surprise when I tried to find a photo to guide super detailing the Proto 2000 fully assembled HO scale model of the Pullman Standard 4427 cubic foot capacity covered hopper BNSF 414783. There weren't any online photos of any such car around that number. That is not a good sign.

So, a little mystery needs to be solved by some research (*first the research, then the modeling*, apart from "safe" things like weathering the trucks and wheelsets). Good thing I enjoy the research.

The Research

www.RailcarPhotos.com, a Web site of railroad rolling stock photographs. Relevance: The photo of BNSF 416867 on 18 January 2008 matches the stock model apart from the number. The attached data was very useful, namely:

- Car is in series BNSF 416656-416955.
- The series comes from former ATSF 311500-311899, built in 1971.
- Clearance is Plate B, despite the presence of Plate C stencil.

The photo itself showed:

- Plate C clearance stencil.
- The pulling loop is a steel plate attached outboard of the rather slim jacking pad (the slim jacking pad matches the stock model).
- The small BNSF herald is on the rightmost panel.
- Consolidated Stencil and AEI transponder are on the second panel from the right.
- No vertical yellow conspicuity stripes, but a few horizontal ones.
- Normal white conspicuity stripes (an older practice).

www.rr-fallenflags.org, a Web site for railroad rolling stock photographs. Relevance: No photos at all for either relevant series (fantasy series including 414783, actual original series 416656-416955).

BNSF Railway Freight Cars, Vol. 2, by Robert C. Del Grosso, 2008. Relevance:

- Page 104 shows neither relevant series (fantasy series including 414783, actual original series 416656-416955)
- Suggests repainting from ATSF to BNSF occurred after late 2007.

www.rrpictureacrhives.net, a (now-defunct) Web site providing photos of mostly modern railroad freight cars. Relevance: Photo of BNSF 416835 on 30 Sep. 2009. NOTE: Printing out hardcopy preserved the data – the site disappeared in 2023 due to the owner's death. Photo shows:

- Small or medium-sized BNSF herald and Consolidated Stencil and AEI transponder on the third panel from the right. These match the stock model.
- No clearance plate stencil (implying Plate B). This matches the stock model.
- Vertical yellow conspicuity stripes.
- Normal white conspicuity stripes (an older practice).

Official Railway Equipment Register, official roster of active service railcars in North America. [ORER] I have a copy of Volume 107, No. 3, January 10, 1992. Relevance:

- Page 35 Series ATSF 311500-311899 had 338 cars surviving as of January 1992.

Official Railway Equipment Register, official roster of active service railcars in North America. [ORER], I have a copy of Vol. 126 No. 2 Oct. 2010. Relevance:

- Page 78: Nine remain in series 416658-416950 (ex-ATSF 311500-311899) as of October 2010.
- NOTE: Service life (unless recertified) of railcars built before 1974 is a maximum of 40 years. So, since 4427 cubic feet capacity is well under current preferences, recertification is presumably not worth the trouble. So, these cars were likely being phased out, as 40 years from 1971 ended in 2021.

Conclusions

Changing the road number from 414783 to 416783 by changing the third digit from 4 to 6 puts the car into the actual series 416658-416950.

Adding pulling loops, AEI transponder, and vertical yellow conspicuity stripes match the prototype BNSF 416835 (herald and Consolidated Stencil placement and lack of Plate C stencil already match).

The Modifications

- Decals:
  - The side and end numbers changed from 414783 to 416783.
  - Yellow conspicuity stripes added to match the photo of BNSF 416835: 4”x12” stripes at intermediate points and larger stripes at end locations.
  - VALUABLE TIP FROM THE INTERNET: The Microscale decals for solid yellow and 4” x 12” yellow conspicuity stripes were old enough (whether since purchase or from aging on the shelves in Microsoft’s inventory or both) that they would disintegrate upon application. They worked OK after they were given two coats of Testors Glosscote spray lacquer.
- AEI transponders (A-Line part 29460) added to match the photo of BNSF 416835.
- Weathered trucks and wheelsets.
- Added cut levers and brackets (usual brackets technique, eyebolts at outer left end corners, and drilled styrene strip on coupler box covers).
- Added pulling loops from styrene strip.
- Added formed wire rooftop grab irons.
- Touchup paint (still have some old but usable Floquil lacquer paints).

The following photos show the finished model.

The Rise and Fall of Geared Locomotives

By David Bristow

Geared locomotives were innovative solutions to the challenges of hauling heavy loads over steep grades and rough terrain, particularly in the logging and mining industries. Their unique designs allowed them to navigate sharp curves and ascend steep inclines with remarkable efficiency.

These locomotives were designed and built for the following reasons:

- Traditional steam locomotives struggled with the extreme conditions of logging and mining operations. With their powerful gearing systems, geared locomotives could easily tackle these challenges.
- Their flexible wheel arrangements allowed them to negotiate tight turns without derailing.
- Geared locomotives could generate significant pulling power, essential for hauling heavy loads up steep inclines.

Three primary types of geared steam locomotives were used in the U.S. for handling steep grades, tight curves, and heavy loads, particularly in logging, mining, and industrial railways. These include the Shay, Heisler, and Climax locomotives, each with unique characteristics that suited them to different needs:

Shay Locomotive[1]

- Power Transmission: Uses a crankshaft along one side with beveled gears on each wheel.
- Engine Layout: Typically has two or three vertical cylinders mounted on the side of the locomotive.
- Speed and Torque: Lower speed with high torque, ideal for hauling heavy loads on steep grades.
- Chassis Flexibility: Very flexible with excellent traction, making it suited for uneven tracks and tight curves.
- Application: Favored logging and mining industries' ability to handle rugged terrain.

Heisler Locomotive[2]

[1] By Leonard_G. (talk) (Uploads) - Own work, Public Domain, https://commons.wikimedia.org/w/index.php?curid=89301915

[2] By The original uploader was Lordkinbote at English Wikipedia. - Transferred from en.wikipedia to Commons. The transfer was stated to be made by User:Quatro Valvole., CC BY-SA 2.5, https://commons.wikimedia.org/w/index.php?curid=3221331

- Power Transmission: Employs a central gear shaft underneath, connected to axles with side-rods.
- Engine Layout: V-shaped, two-cylinder engine mounted in the center of the locomotive.
- Speed and Power Balance: Faster than a Shay but still provides good torque, making it well-rounded for moderate grades and curvy tracks.
- Chassis Flexibility: Less flexible than the Shay but capable of handling industrial and logging environments.
- Application: Common in industries requiring both power and speed on moderate terrain.

Climax Locomotive[3]

- Power Transmission: Has inclined cylinders on each side that drive a crankshaft connected to a central gear shaft.
- Engine Layout: Two inclined cylinders in a "vee" configuration; later models used three cylinders.
- Speed and Efficiency: Offers good speed-to-power efficiency, though not as powerful as a Shay.
- Chassis Flexibility: Moderately flexible, suited for tracks with curves but less rugged than a Shay.
- Application: Popular in the logging industry, especially in flatter areas, as it provided a balance between speed and power.

Each type of geared locomotive provided specific advantages based on terrain and operational needs, making them distinct choices for specialized rail operations in challenging environments. Although these iconic locomotives may no longer be in active service, their contributions to the history of transportation remain significant.

Despite their impressive capabilities, geared locomotives eventually fell out of favor due to several factors:

- Rise of Diesel-Electric Locomotives. Diesel-electric locomotives offered greater power, efficiency, and reliability, making them a more attractive option for many industries.
- Decline of Logging and Mining Industries. As these industries modernized and shifted to more efficient methods, the demand for geared locomotives decreased.
- Geared locomotives were complex machines that required specialized maintenance and skilled operators.

The era of geared locomotives has passed, but their legacy lives on. They played a crucial role in the development of transportation, particularly in remote and challenging environments. Their innovative designs continue to inspire engineers and enthusiasts today.

[3] By SoftwareSimian - Own work, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=11572684

While there are no geared steam locomotives in commercial use in the United States today, several historic railroads and museums preserve and operate these unique locomotives for public enjoyment and educational purposes.

Here are a few examples of where you can see geared steam locomotives in action:

- Cass Scenic Railroad State Park, West Virginia: This park boasts the largest collection of operating geared steam locomotives in the world, including Shays, Climaxes, and Heislers.
- Roaring Camp and Big Trees Narrow Gauge Railroad, California: This railroad operates several Shay locomotives on scenic excursions through the redwood forests.
- Silver Creek and Stephenson Railroad, Illinois: This railroad operates a Heisler locomotive on its short line.

Many YouTube videos on the web focus on steam locomotives in action. The following are a few examples of videos on geared locomotives:

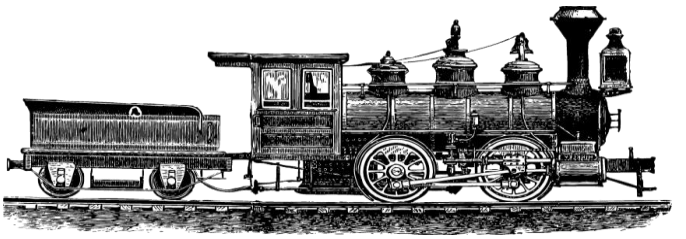
- Mount Emily Shay #1 Steam Locomotive Prineville Oregon on 4th of July 2017
- Climax 9 Geared Steam Locomotive Working Hard
- FALL STEAM: Cass Scenic Railroad Climax Locomotive 9
- Shay Steam Engine
- Willamette #2 Steam Engine HD
- Replica Climax Logging Steam Locomotive: Locust Heights and Western
- Steam Train Heisler Locomotive Roaring Camp
- Heisler Steam Locomotive at the Great Western Steam Up
- The Durbin Rocket: Heisler 6 down the Greenbrier

Although these locomotives are no longer used for industrial purposes, they continue to fascinate and inspire visitors with their unique designs and powerful performance.

Calendar of Future Train Show Events

Mark your calendars!

- **December 14 & 15**, BMRC Rocks and Rails – Boulder County Fairgrounds, Longmont, CO
- **February 22 & 23**, 2025 TECO Model Train Show ($11) – Colorado Springs Event Center, Colorado Springs, CO Saturday 9-5, Sunday 10-3
- **April 5 & 6, 2025**, Rocky Mountain Train Show Spring Edition, The National Western Complex, Denver, CO



Notes from The Siding

By John Emmot

Once more, my mind has let me down. Since the November meeting was canceled due to weather, I spaced the writing for the December meeting. I'll see if I can recover quickly.

The last thing that happened was the TECO Show on November 2nd and 3rd. We had a smaller Hall B-only show with an emphasis on local participants. We had the usual hometown layouts and a couple of out-of-towners to fill in. Mark had stayed up all night before finishing his new staging area for the PPD modules. It was an interesting treatment of an end section that made it 16 feet wide with a 'Y' and crossover switches to allow access to DCC tracks 2 and 3. It all worked very well. Most of the modules were in the layout except for Myron. So, it was a large footprint. PikeMasters

also snaked their way around a large piece of real estate. SlimRail and T-Trak had their usual setups, as did the YMR. Estes Valley and the Colorado Z scale were present. While the weather for the show was favorable, the Bronco's game that started on Sunday morning impacted attendance. This was the smallest attendance we have experienced in quite a while. We are scheduled for another show on 22/23 February 2025 at the CSEC. It is yet to be determined if any TECO events will occur after that.

Remember, this is the Christmas party with the second chance drawing for those participating in the monthly door prize and member exchange. For the member exchange, bring a nice railroad-themed gift to put in the pile and get a number. The order number will claim the gifts. You may claim an earlier gift or choose a new one with your turn. Number 1 gets the final choice of all the gifts revealed. There will be two separate drawings for ladies' gifts (not necessarily Railroad} and the Railroad group. Everyone can participate in either or both exchanges by contributing a gift. You may bring a Christmas goodie to share if you like, but it is unnecessary. The Division will provide drinks.

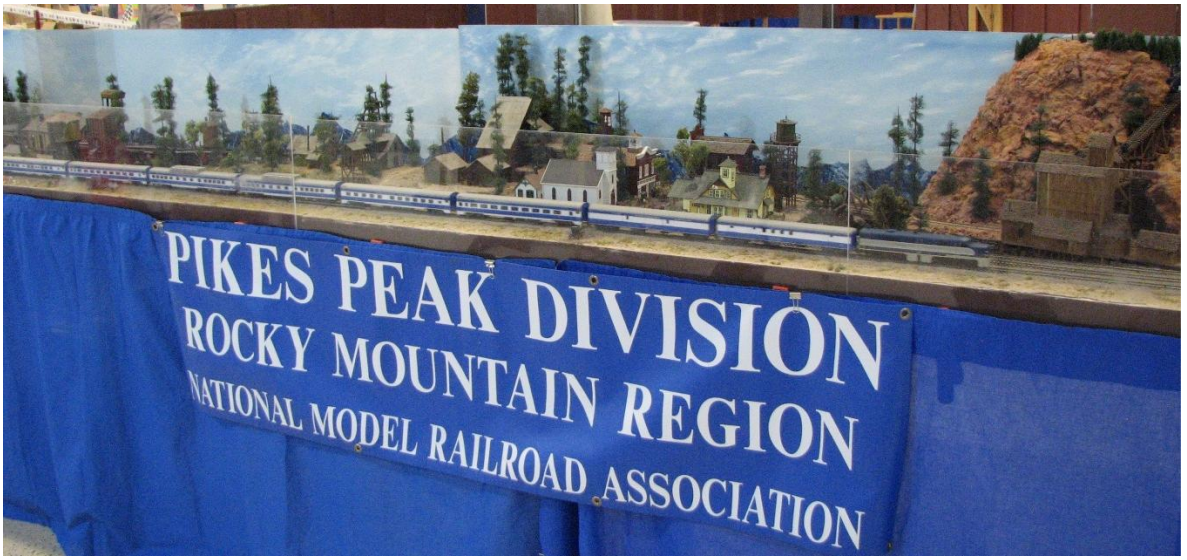
From a personal situation, my email died a couple of weeks ago. The recovery has resulted in losing all my incoming and outgoing files between January 2021 and November 2024. I am trying to figure out how to recover from that. It is a struggle. Some files get saved as completed, but the mail files are gone.

Given that I am late, I'll cut this short and let the TECO pictures carry the story.

I hope to see everyone around the roundhouse on Monday the 16th.


PLEASE
CHAIN WALKING
ALL THE WAY
AROUND
THE LAYOUT


RENEWAL by ANDERSEN
ENTER TO WIN!
$35,000
WINDOW & DOOR MAKEOVER


PIKES PEAK DIVISION
ROCKY MOUNTAIN REGION
NATIONAL MODEL RAILROAD ASSOCIATION


BOXCAR RACES
BIG MEL
CHANGES
FREE REVIEW
GVR


READING
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Lighter Rail

By Kristin Phillips

On the first day of Christmas, my true love gave to me a ride on the 4014.

On the second day of Christmas, my true love gave to me two tickets on Amtrak

On the third day of Christmas, my true love gave to me three tank cars full of wine.

On the fourth day of Christmas, my true love gave to me four tickets for the Polar Express

On the fifth day of Christmas, my true love gave to me five brass engines.

On the sixth day of Christmas, my true love gave to me six Menards' buildings.

On the seventh day of Christmas, my true love gave to me a seven-day vacation to Hamburg to see Miniatur Wunderland.

On the eighth day of Christmas, my true love gave to me eight trees from Woodland Scenics.

On the ninth day of Christmas, my true love gave to me nine sheets of sandpaper.

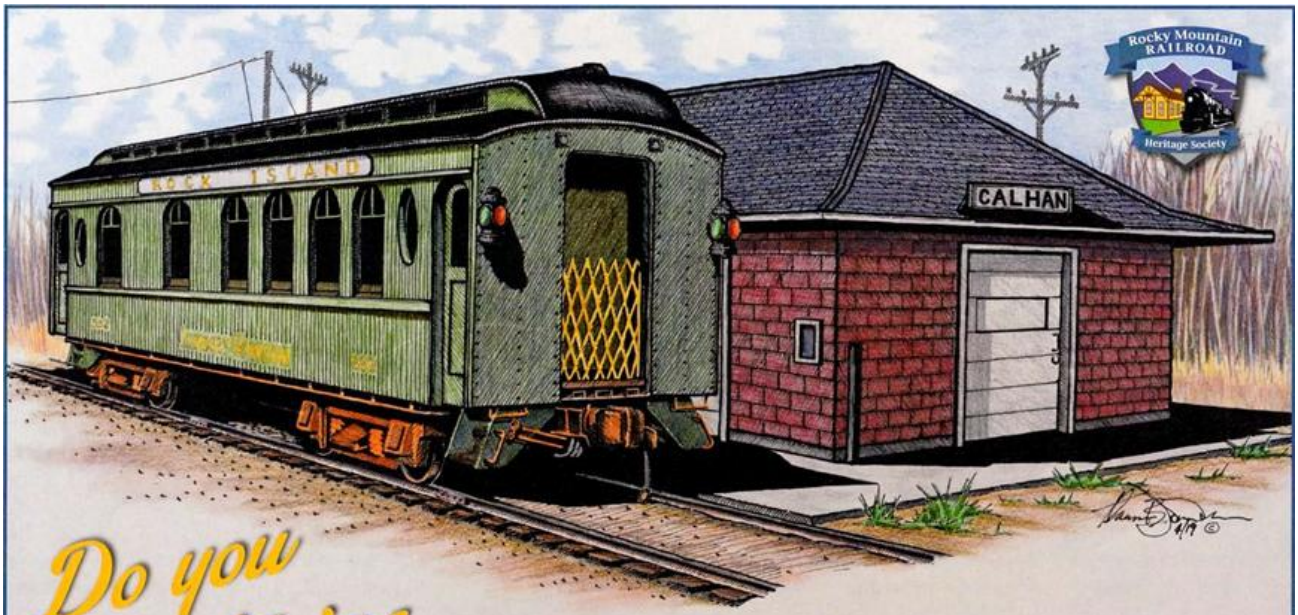
On the tenth day of Christmas, my true love gave to me ten Brio train cars.

On the eleventh day of Christmas, my true love gave to me eleven tickets on the Cumbres and Toltec railroad.

On the twelfth day of Christmas, my true love gave to me twelve new volunteers for the TECO train show.

Merry Christmas to all and to all a good night!


24



Rocky Mountain RAILROAD Heritage Society

Do you like trains and enjoy history?

THEN WE ARE LOOKING FOR YOU!!!

We are recruiting volunteers to help us build a Railroad Heritage Center in Calhan, CO honoring those who operated the Chicago, Rock Island & Pacific Railroad in El Paso and Elbert Counties from 1887-1968.

GET INVOLVED • HAVE FUN • LEARN HISTORY • MEET NEW PEOPLE!

Volunteers wanted regardless of age or skillset. Painters, Electricians, Plumbers, Woodworkers, Writers, Photographers, Researchers etc. Anyone & Everyone is welcome!

IF INTERESTED, PLEASE CALL 303.961.5929 OR EMAIL denverzephyr64@yahoo.com

Artwork By Thomas B. Jordan