



# *The* Milepost

Volume 39, Number 2 — February 2019

The official newsletter of the Pikes Peak Division

Rocky Mountain Region — National Model Railroad Association.



**NEXT MEETING:**

Friday, February 8th, 2019 at 7:00 PM

Sand Creek Police Station

4125 Center Park Drive

(Southeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

# MODEL TRAIN SHOW



## The Golden Spike

**Model Train Layouts \* Vendors \* BSA Railroad MB \* Clinics  
Seek and Find \* Switching Puzzle \* Historical Presentations**

**April 13 & 14, 2019**  
**Sat 10-5 Sun 10-4**

**Chapel Hills Mall Event Center  
1710 Briargate Blvd  
Colorado Springs, CO 80920**



**\$6 per person**  
**\$10 Family of 2 or more**  
**Children under 12 free**  
**Seniors/Military \$1 Discount**

**[www.tecoshow.org](http://www.tecoshow.org)**

# Calendar Events

## Friday, February 8th, 2019

NMRA-PPD monthly meeting.

Contest: **Caboose** (Rules: any scale, must be kit or scratch-built, preferably weathered and detailed, built within the last three years).

Program: David Bristow and Internet RR.

## February 16-17, 2019 (Saturday/Sunday)

Rails In The Rockies, Estes Park, Colorado.

## March 2-3, 2019 (Saturday/Sunday)

Rocky Mountain Train Show, Denver, Colorado.

## March 8th, 2019 (Friday)

NMRA-PPD monthly meeting.

Contest: judged contest.

Program: no program, judged contest.

## April 12th, 2019 (Friday)

NMRA-PPD monthly meeting. Meeting at TECO.

No contest, no program.

## April 13-14, 2019 (Saturday/Sunday)

TECO 35 train show, Chapel Hills Mall.

## May 10th, 2019 (Friday)

NMRA-PPD monthly meeting.

Contest: **Animation** (Rules: any scale, anything that you built that is animated (moves). Can be motive power, but must have additional motion than just moving on the rails).

Program: Mel McFarland {title coming}.

## June 14th, 2019 (Friday)

NMRA-PPD monthly meeting.

Contest: {to be determined}.

Program: {to be determined}.

## July 7-13, 2019

NMRA National Convention 2019, Salt Lake City, UT.

## July 12th, 2019 (Friday)

NMRA-PPD monthly meeting.

Contest: {to be determined}.

Program: {to be determined}.

## July 24th-27th, 2019

Santa Fe RR Historical & Modeling Society, Pueblo.

## August 17-18, 2019 (Saturday/Sunday)

Boreas Pass Railroad Days, Como, Colorado.

## October 12th-13th, 2019 (Saturday/Sunday)

TECO 36 train show, Chapel Hills Mall.

*Girl Scout Cookies  
To Be Sold At Meeting!*

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*The Milepost*, Volume 39, Number 2, February 2019, 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, 4125 Center Park Drive (southeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We'd love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroad (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. Michael Murdock. He can be contacted at the e-mail address of: [midnightriver@ymail.com](mailto:midnightriver@ymail.com). Thank you.

# February Superintendent Notes

BY JOE COSTA

## Fun at the Train Show

It was a novel experience at the Event Center at Palmer Park and Academy setting up the Division modular layout and not being responsible for any of the logistics associated with TECO shows or December Swap Meet. We even got an honorarium.

With all the publicity the Great Train Show brought in out of town vendors and layouts we don't normally see. We also met visitors who were interesting in joining local clubs and coming to our future events. Saturday night Kristin and I made up extra TECO flyers.

We got an invitation from TCA to bring up our modular layout to Denver for their show. John won't be able to make it but Mike and Elizabeth Maline would volunteer to haul up the trailer. Kristin and I are doing Operation Lifesaver at TCA but can help with logistics and haul up our modules. It's something we can discuss at the meeting.

TCA is very good about supporting our events and we like to return the favor.

## Upcoming Events

**February 16-17, 2019:** Rails in the Rockies – Estes Park

**March 2-3, 2019:** Rocky Mountain Train Show at the Denver Mart, Denver, Colorado.

**April 13-14, 2019:** TECO 35 at Chapel Hills Mall Event Center.

**May 18-19, 2019:** Sherman Hill Train Show at Frontier Park Exhibition Hall, Cheyenne, WY

**July 7-13, 2019:** NMRA 2019 Salt Lake City

**July 24-27, 2019:** Santa Fe Railroad Historical and Modeling Society, Pueblo Convention Center

**August 17-18, 2019:** Boreas Pass Railroad Days, Como Colorado

**October 12-13, 2019:** TECO 36 at Chapel Hills Mall Event Center.

## Rock Mountain Dinosaur Resource Center

We have an invitation for a repeat performance by the Module Group which I tentatively accepted but we need approval at the meeting.

Friday, July 19th, 2019 -- Modules set up from 4:00 PM-6:00 PM.

Saturday, July 20th, 2019 -- Arrive at museum at 8:00 AM to finish setup -- the event will run from 10:00 AM to 4:00 PM.

Sunday, July 21st, 2019 -- Arrive at 10:00 AM -- event runs from 11:00 AM to 3:00 PM -- out of museum by 5:00 PM.

## Next Meeting

The February Meeting will be on February 8 at the Sand Creek Police Station Community Room at 7:00 PM.

# Updating the Winslow Station

I took a virtual trip down to Winslow, Arizona.

Originally, we bashed a number of kits together to recreate La Posada and the Amtrak Station in Winslow Arizona.

With the lessons learned 3D printing the Las Vegas, New Mexico Station, I decided to revisit Winslow (virtually).

Our Winslow Station had several problems and inaccuracies --- hand cut arches, an unsupported roof, inaccurate roof lines,

the inaccurate door on the freight building just to name a few.

This is what the prototype look liked until recently:



Google does a pretty good job of running around with its little google cars with the camera tripod on top. I have actually seen a couple. Google Earth photos are invaluable. But the aerial views of Google Earth are not updated that often.

## Replacing the Front Portico

As a test when printing the Las Vegas station, I made a five arch long version of the two arch long patio area facing the Hotel Castaneda.

The arches of Winslow needed to be a little narrower. Rescaling a design differently for each dimension is pretty easy.

In addition, on the left side the arch needed to be replaced by a window. There is also actually a window on the right.

## Separate Sections for the Station

The station is made up of five main sections: the two parts to the left of the portico, the central part of the station, the two storied section between the main part and the old freight station and the freight station itself.

This is best seen from the overhead view.

In addition, the roofs are not symmetrical front to back.

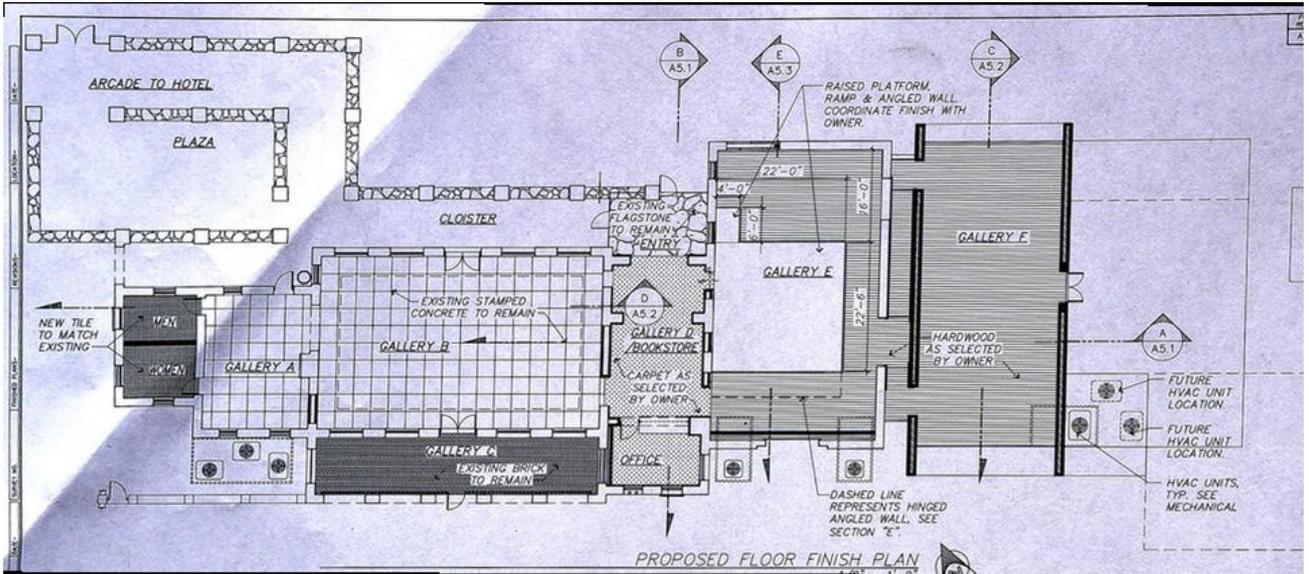
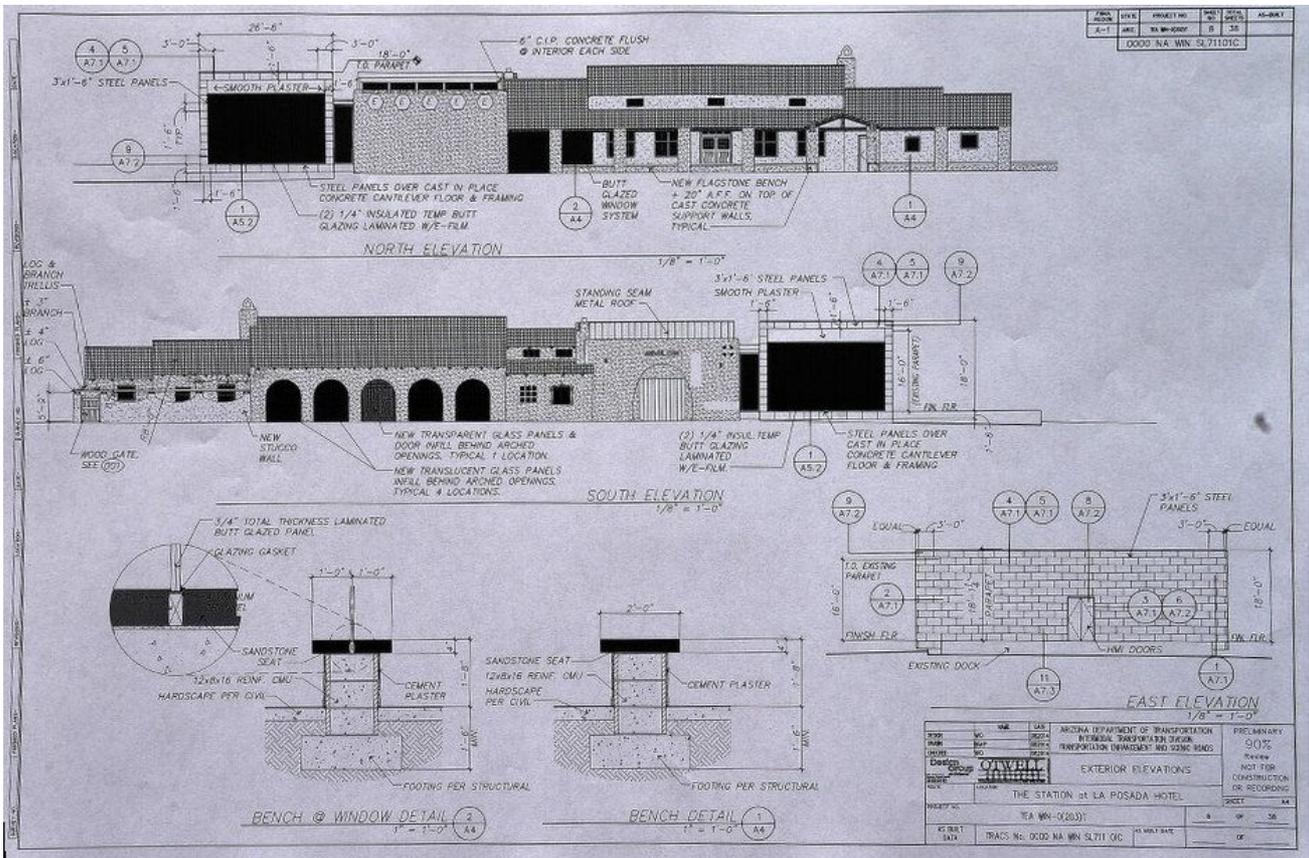
One think I like about 3D printing is the ability to make sturdy roofs that support the Spanish tile sheets.

These roofs are simpler than those of Las Vegas.

This is a step by step no rush project.

## Winslow Arts Trust (WAT) Museum --- How Things Have Changed

I got a bit of a shock when I searched for some contemporary pictures of the station. I started doing some online detective work and discovered the Winslow Arts Trust and their Facebook page. Here are the plans they made up for the changes:



The plans became a model. Pretty sure this would not fit in the back of my suburban:



The plaques on the model refer to the El Gran Art Garage (where the Fred Harvey Indian Detours were based) and Route 66.

Here is a new rooftop view:



Based on this view of the rear portico and covered walkway to the Hotel, I printed those parts right side up and the roof sections are directly be supported by the columns.



Basically, the concrete boxy part of the freight house was replaced by the “Gallery F”.

Looking back at the Hotel from the roof of Gallery F:



The arched portico on the track side of the depot has been glazed in to expand gallery space:



The rear portico has also been “windowed.”

A wall has been added in front to hide new AC units on the left side of the trackside portico:



The aerial view from Google Earth, shown previously, predates these new additions. It has not been updated since 2015.

The other pictures are about six months old.

## Before and After Versions





## Winslow Arts Trust on the Move

Winslow Arts Trust is also involved with Lamy and the restored hotels in Las Vegas, New Mexico. In fact, the BNSF moved Dome Car 502 that was at Lamy to Winslow where it is being restored:



The Winslow Arts Trust runs the Legal Tender Museum at Lamy:



Got to love it that WAT's definition of Art includes protecting the architecture and artifacts of our southwestern railroad and Native American heritage. We are definitely going to have to physically revisit Winslow and Lamy.

## Rails in the Rockies! MODEL RAILROAD SHOW

**Estes Park, Colorado  
February 16 & 17, 2019**

**Saturday: 9-5**

**Sunday: 9-4**

ESTES PARK FAIRGROUNDS EVENT  
CENTER

*Highway 36 East of Downtown Estes Park*

**\*\*Experience Over 17 Model Railroad  
Layouts**

**\*\*Shop Model Railroad and Railroad  
Related Vendors**

**\*\*Enjoy Interactive Children and Adult  
Activities**

**Adults \$7 -- Kids 12 and  
under Free w/Adult**

For More Information contact:

[info@railsintherockies.org](mailto:info@railsintherockies.org)

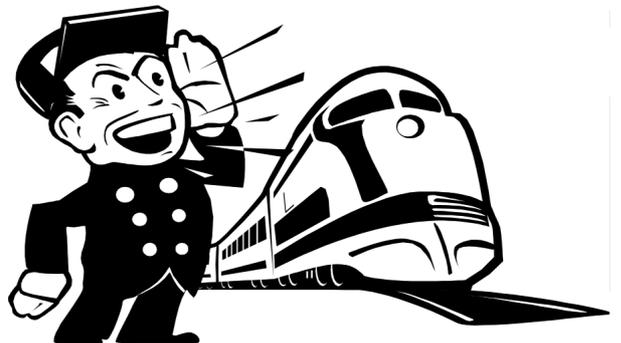
Sponsored by:

Estes Valley Model Railroad and  
Estes Valley Division, RMR, NMRA

## NOTICE!

From Mark and Tony:

If you have ANY asset (projector, software, books, computers, vehicles, etcetera) that is owned by the Pikes Peak Division, please make an inventory of said asset(s) AND include any anticipated expenses associated with each asset (license renewals, software upgrades, replacement as asset wears out, etcetera) THEN please get your inventory list turned into Assistant Superintendent, Mark Fuerstenberger (contact information is on Page #3 of this newsletter) as quickly as possible. Thank you.



# Modular Musings

Plenty has happened since the last musing. We completed a TECO show at the upper Chapel Hills Event Center. We are in the midst of a Great Train Show in Colorado Springs. We have been invited to return to Woodland Park, Colorado, in July and go to Denver in March. And there is another TECO show in April 2019.

We talked about a big layout for the January TECO and we pulled it off. A 54' x 44' boomerang. It included all of the active modules in the Division. Plenty of room for big trains and they were there. Many folks contributed trains to populating the rails. And there was one spectacular train wreck that required several 0-5-0 cranes to clear. We added extra power to the layout, but in the end we found it really wasn't needed. The biggest problem was the presence of more than one NEC radio system in the room. We came down to running with tethered cabs and Wi-Fi cabs. With some newsprint advertising and cooperative weather, there were just over 1,250 folks who attended the TECO show. Earnings from the show will be distributed to the participants this week.

The weekend before our next meeting was the date for the first Great Train Show in Colorado Springs in several years. They used the Event Center at Palmer Park and had a large advertising budget. While we don't have access to their numbers, Saturday's attendance seemed pretty good in spite of the Gun Show taking place right next door. We talked to folks who had never heard of us before and several who were at the TECO show two weeks ago. There were some vendors we don't often see and few of our local sellers too, all with a wide variety of goods and scales. In spite of their large advertising budget, I doubt there were more than 2,500 through the door. There were four modular layouts setup. Two from Denver and two local groups (Ngeiners and Pikes Peak Division). We had help from Mike Murdock, Wade Mountz and Gerry's helper for setup. The owners and Gerry's helper took it down before the Super Bowl. We were lucky to get to drive the trailer into the location for setup and tear down. We ran a variety of trains from Blackham, Gelsinger, Maline, Mountz, Fuerstenberger, Costa, Phillips and Emmot. As it turned out, we were the only ones at the show with a NCE radio system, so all systems were green.

Last month, Joe was contacted by the Dinosaur Resource Center in Woodland Park asking if the PPD would return for a weekend in July. (19-21). They wanted a quick reply, so Joe and I agreed to the setup pending approval by the module owners and the PPD membership. Due to the small attendance at the January meeting we deferred the vote to February. We will discuss and vote at this meeting. This is a 'church size' layout, but we need folks to help with setup and operations. Participation does come with admission to the Museum. Please consider your willingness to attend and help when you vote on the issue. While on this subject, we were also invited to setup a layout at the Rocky Mountain Train Show at the Denver Mart on the weekend of March 2-3. We will need to determine how much support there is for doing that.

It is not too soon to begin thinking about the TECO show scheduled at Chapel Hills Event Center for April 13-14. At this time we need to expect to be in the lower level for that show. It is about 2/3 the square feet of the upper level, so things may be a bit tighter, but still a great place to have a train show.

See ya all 'round the roundhouse.

John



# MEETING MINUTES JANUARY 2019

BY JOHN EMMOT — FRIDAY, JANUARY 11TH, 2019

The regular monthly meeting was called to order by Superintendent Joe Costa at 6:59 PM, at the Chapel Hills Mall Event Center. There were no visitors present.

The elected officers for 2019 were announced and the outgoing officers were thanked.

The meeting started with a treasurer's report by Tony Pawlicki. He provided a statement of current funds on hand and recent activity. A wide ranging discussion of PPD practices was launched by this.

Kristin made the motion that 'The Division continue the monthly drawing for donated items and occasional purchased items with any proceeds being used to support the Christmas drawing'. This motion was passed.

After further discussion, Kristin made the motion that 'The coffee/refreshment fund continue as currently conducted.' Motion passed.

Tony moved that the previous motion be amended to explicitly state that any accumulated funds beyond \$25 be turned over to the treasurer for use in December.' Motion passed.

Tony requested his contact info be added to *The Milepost* listings.

Module chairman was asked to report on the Great Train Show setup in February. "The show is Feb 2-3, 2019 with module setup on Friday morning. PPD is confirmed with a 12' x 40' layout with already committed modules from Drewes, Maline, Costa, Fuerstenberger and the PPD. Layout crew should get free entry to the show. Members encouraged to volunteer to help."

Joe announced that he had received an invitation from the Dinosaur Resource Center, in Woodland for the PPD to setup a module layout in their museum in July 2019. It was decided that it would be feasible, but a vote was postponed until the February meeting when more members should be present.

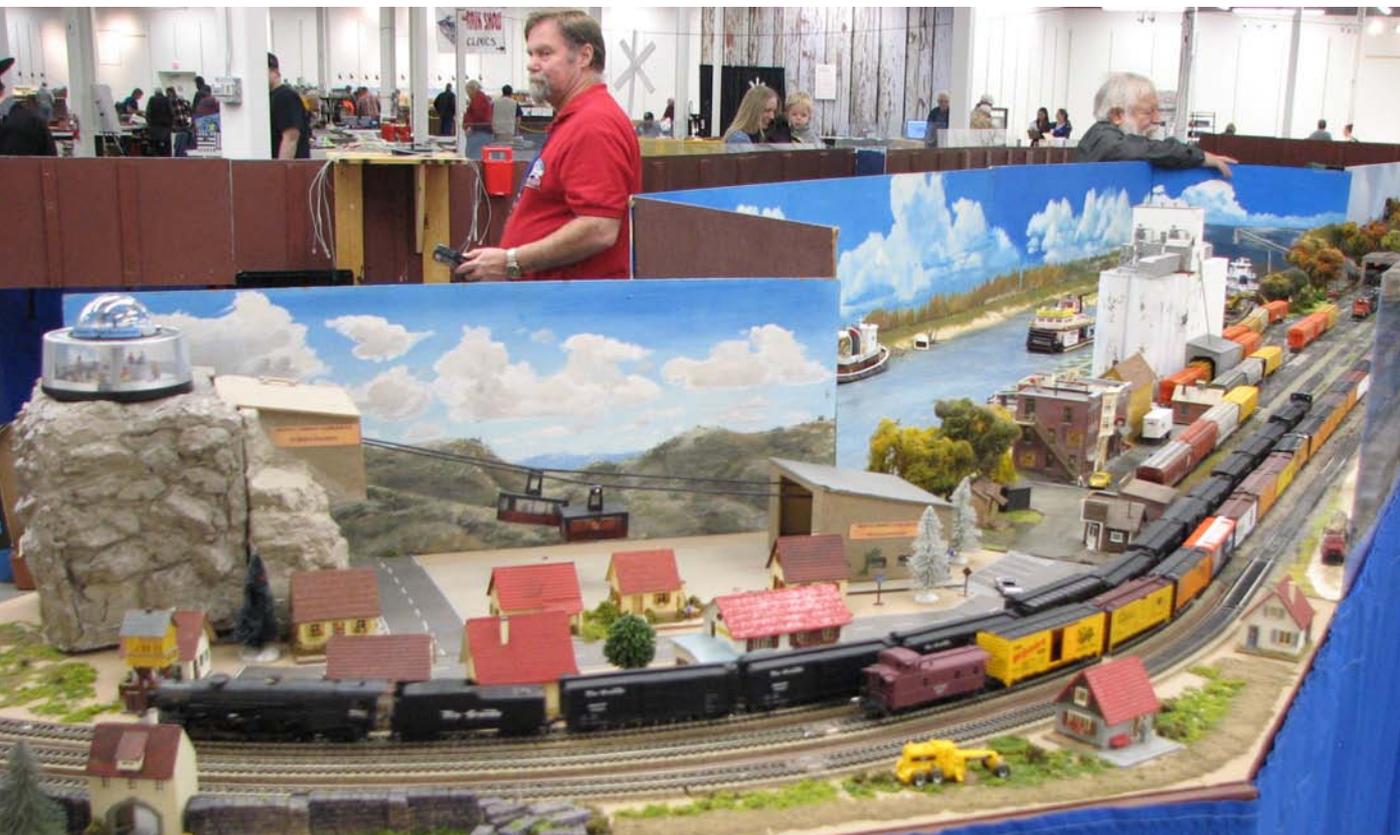
The February contest was announced as kit or scratch built cabooses completed in the last three years.

Meeting adjourned at 7:49 PM.

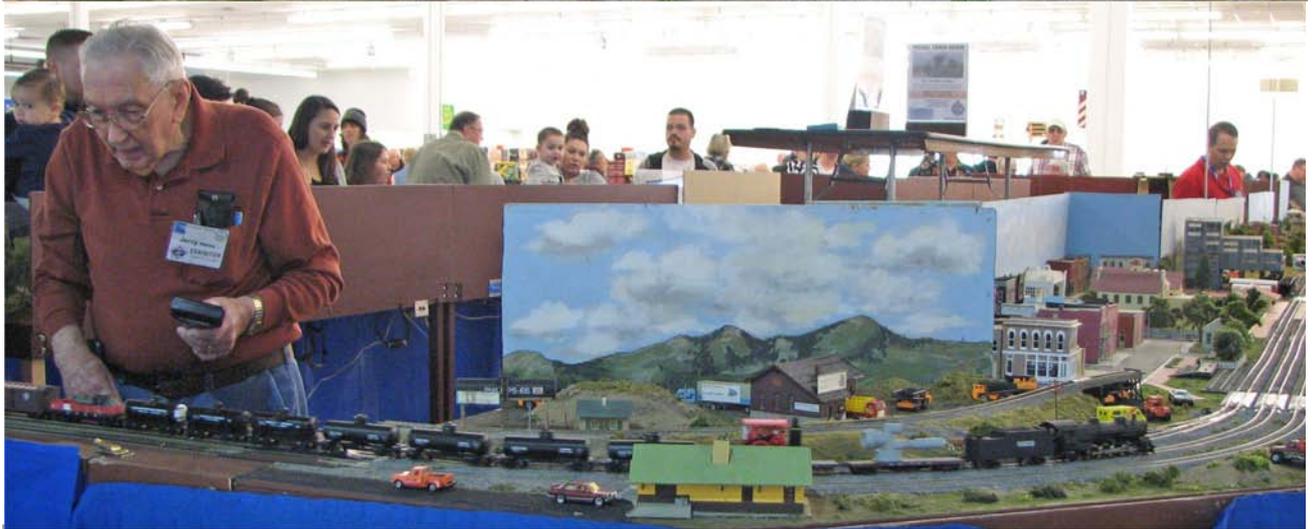


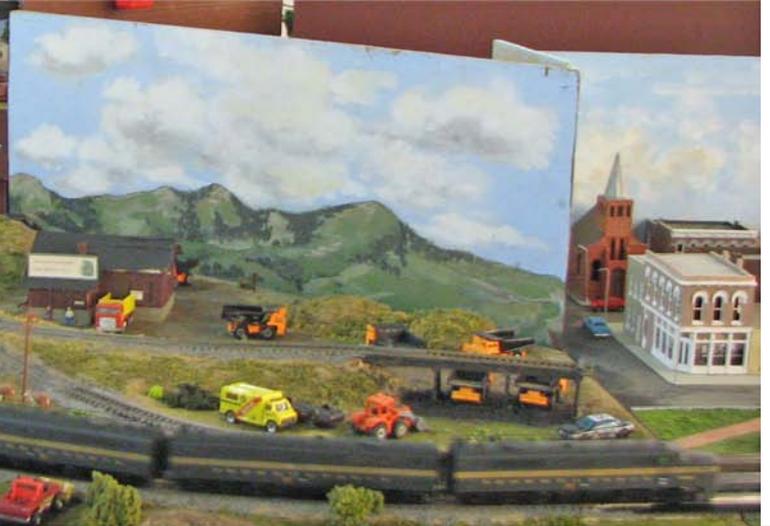
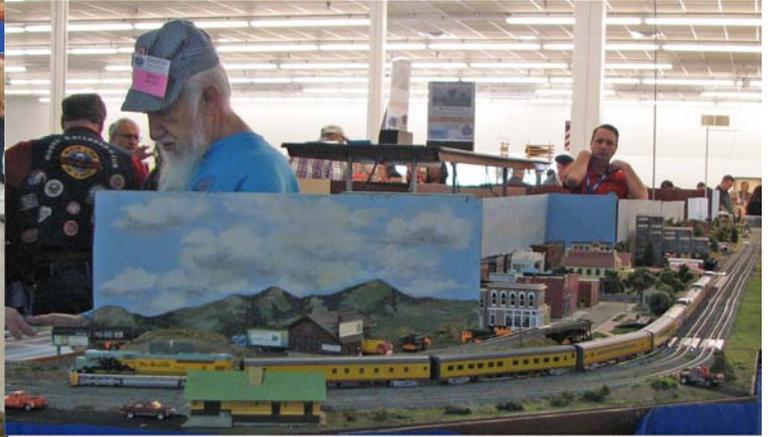
# PHOTOGRAPHS FROM JANUARY TECO SHOW

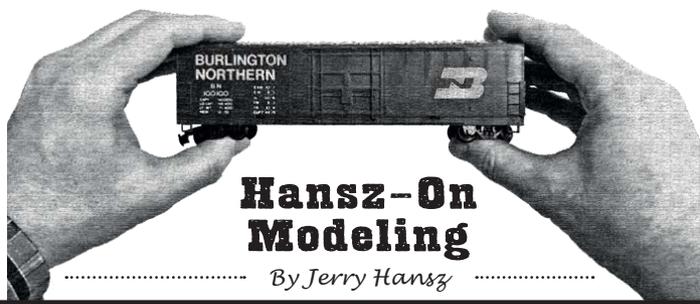




# PHOTOGRAPHS FROM GREAT AMERICAN TRAIN SHOW







## FIXING CONVENTION CARS

The old-time passenger cars from the RMR 2016 Convention had two problems. First, the couplers were truck-mounted, which didn't work well when running trains at TECO or the PPD swap meets. That was fixed early on by installing chassis-mounted Kadee couplers and boxes.



The second problem was the trucks themselves. They were snap-fit into chassis sockets. During extended running on the modules, the trucks failed. Removal of the trucks caused the ends of the shaft to break.



I decided to remove the snap-in trucks and install trucks that were secured with screws. This involved plugging the chassis holes. A piece of sprue was located that was close to the right size.



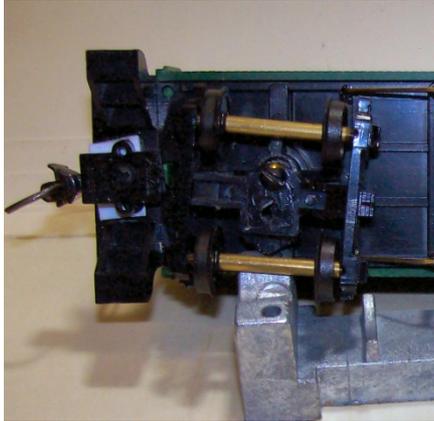
**Reaming of the holes produced a slip fit.**

**The plugs were glued in place, filed flat, and drilled #50.**

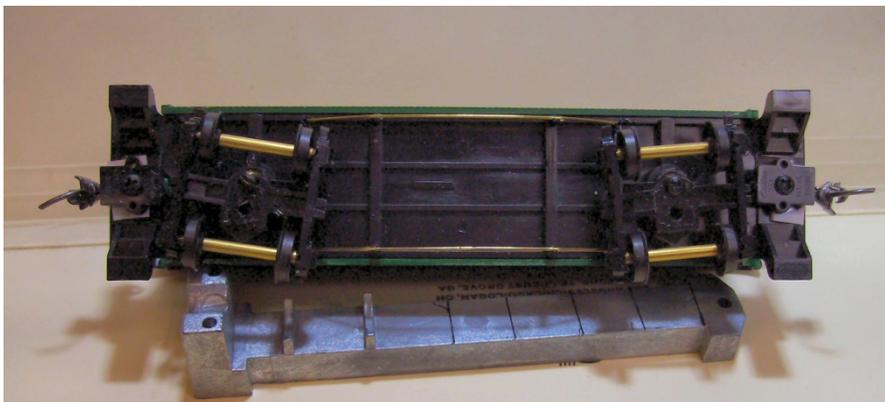


**Holes were tapped for 2-56 screws.**

From the two cars, only three trucks were usable for mounting with a screw. The broken mounting shafts were removed and the surface was filed smooth. There are two holes on each side of center. I fastened them with a screw though one hole. The truck rotation is not centered, but the car tracked okay.



Two ears on one end of the truck frames had to be clipped slightly to clear the steps.

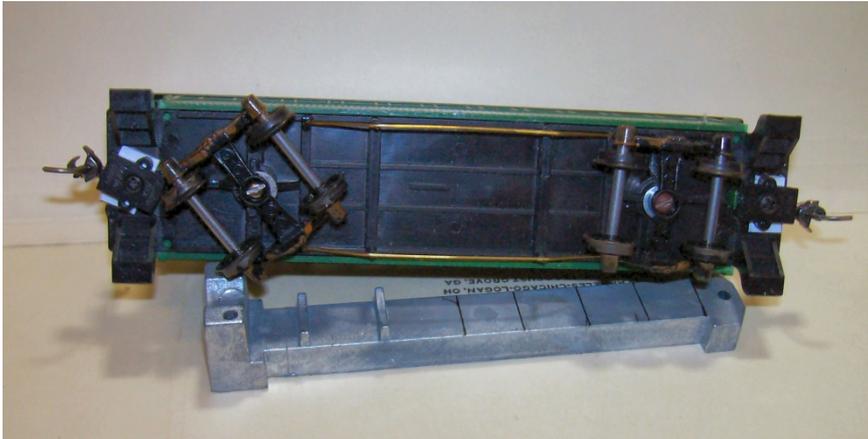


Underside of ATSF 103, showing mounting of trucks.



Finished ATSF 103.

Since there was only one usable original truck, I raided the scrap box for two matching freight trucks. They were installed on PPD 103. I had to add washers to make the coupler heights correct.



Underside of PPD 103.



Finished PPD 103 with freight trucks.

The cars were placed in the 1900s passenger train which was being tested for use at the Great Train Show. They coupled correctly, and tracked well. If any of the other convention cars develop truck problems, I'll use the same technique to fix them.

## INSTALLING DCC IN A BACHMANN GP35

At the October 2015 Pikes Peak Division train show and swap meet, I made my usual mistake. I scanned the vendor's tables! There it was – a nice EMD GP35 locomotive, for a good price.

Purchased, I took it to the modules and ran it on Track 1 DC. It ran well. Okay.

Back at the old homestead, I found some NCE D13SR decoders. One of them should fit in the locomotive. I pulled the shell - removed a screw and removed the fuel tank cover. I removed two screws to release the shell. Found the typical split frame! They can be a bear to convert.

**Three screws freed the shell halves. The motor, drive train and coupler pockets came out. Lots of screws, washers and plastic inserts cluttered the workbench.**



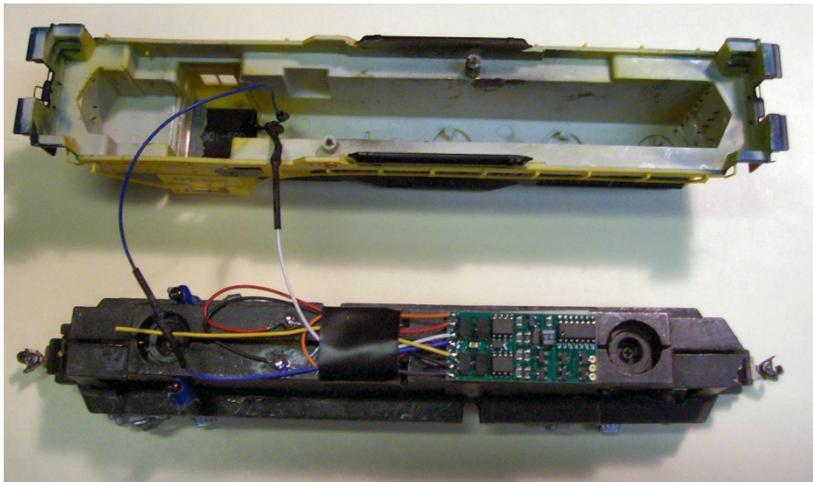
**Power from the track is transferred from wipers on the trucks to each side of the frame. Wipers on the motor take power from the frame. To get power from the frame to the DCC decoder, I drilled and tap holes for 2-56 brass screws in the frame top. Thank goodness for the drill press!**



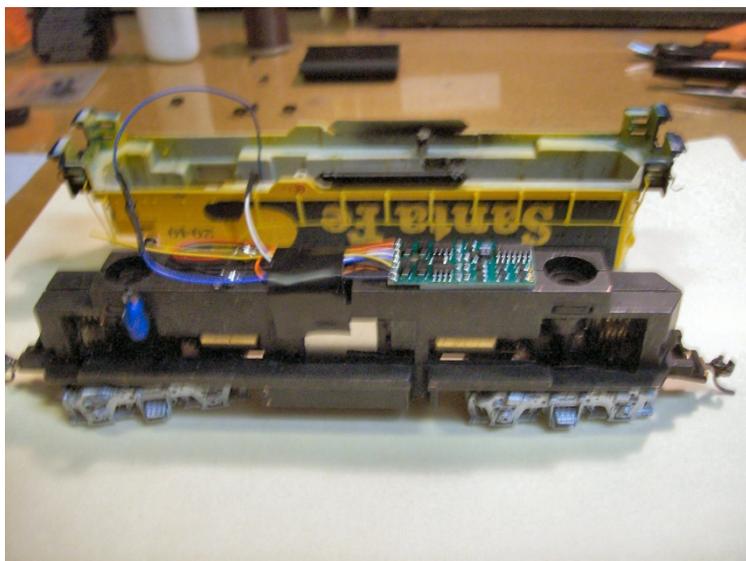
**That went well. I then soldered the orange and gray wires from the decoder to the motor contacts, after cutting the wipers back. The motor and trucks were laid into the left frame. The right frame was fitted and secured with the screws. Double-sided tape secured the decoder to the top of the frame.**

**The decoder red wire was soldered to a brass screw on the right frame, the black wire to a brass screw on the left frame. A 12 volt lamp was found in the scrap box and soldered to the blue and white wires. Shrink tubing covered the lamp wire joints. Didn't have another 12 volt lamp, so backup moves will be unlighted.**

**With shrink tubing in the cab, the lamp was inserted, and the assembly was complete.**



**Top view of the assembled model**



**Another view. Notice the small parts on the workbench.**

**An axiom of building is “If there are no leftover parts, it ain’t right”. I forgot the washers that were supposed to go between the frame halves. Not about to open the thing up again, I forged onward.**

**I installed the shell, securing it with the screws that were removed during disassembly. The Kadee couplers had been installed while the coupler pockets were out of the shell.**

**On the programming track, things went well. Address 2949 was programmed. The locomotive ran smoothly forward and reverse on the layout. Great! Fortunately, leaving the washers off didn’t create a short circuit.**

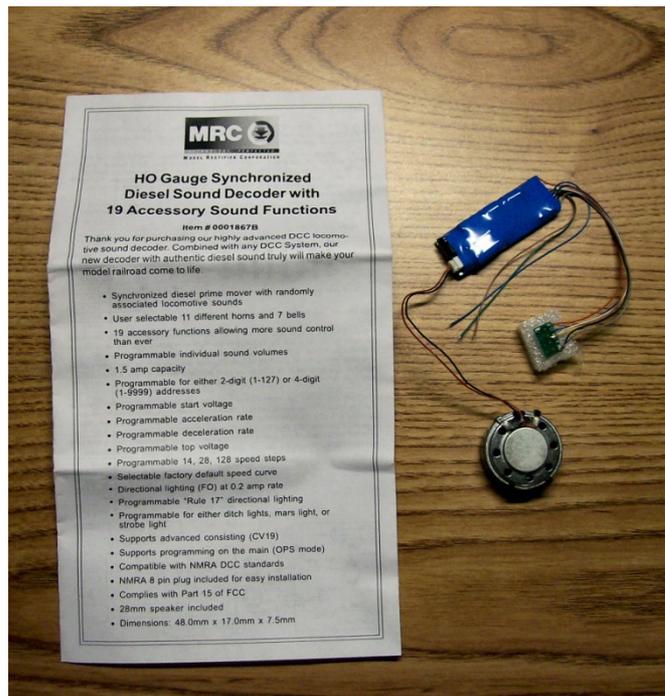


**Parked on Main 1 at Talheim**

**ATSF 2949 is ready for service on the Santa Fe Central.**

## MRC SOUND DECODERS

At the 2016 Pikes Peak Division Christmas party, I obtained four MRC sound decoders! Wheel! Now I can convert more locomotives! I have several diesels that would be good with sound.



I opened up one of my GE U36Cs. Great! It has the NMRA 8-pin socket, and the rear weight was easily removed.



GE U36C ATSF 8755

The instructions show that many functions are programmable. I hooked a decoder up to my DCC tester. It operated nicely, with generic sound (probably like an EMD). I wondered if the sound could be programmed for GE or ALCO sound, so I checked the MRC web site. The decoder model number didn't show up. An exchange of emails with MRC showed that the decoder was a discontinued model. No information about programming prime mover sound was available. Looks like I'll be using EMD locomotives!

Another limiting factor is the size of the supplied loudspeaker. It is too large for narrow-bodied freight engines. It will probably work in locomotives like E6s, E8ms, or F45s.

Custom Railway Supply had small speakers and enclosures made by tds. The 8 ohm 1 watt medium-oval speaker measures .8 x 1.6 inches. Its matching enclosure is .35 inch high. These should fit nicely in narrow-bodied diesels. The speaker number is 1-800-978-3472. The enclosure number is 1-800-671-0641 (sounds like phone numbers!).



tds Medium-oval speaker



tds Speak EZ medium-oval enclosure

Fitting the speaker into older models will probably require removing some of the weight material. Most of mine are older models without the 8-pin NMRA socket, so I'll have to cut off the plug and hard wire them. Oh well!

I went on a hunt for other candidates for sound, wanted a good running locomotive. SD40-2 ATSF 5027 was a fine runner, made by Kato. When opened, it had the NMRA 8-pin socket. Unfortunately there wasn't enough height for the medium-oval enclosure!

I did find an old Athearn SD45 with can motor.



It ran good. Opened it and found that the medium-oval speaker would just fit, but the enclosure was too wide. Took the razor saw to it with this result:



Enclosure with sides cut off.

Now the enclosure and speaker just slid into the shell. The shell sides fit tight to the enclosure, providing the necessary sound amplification.



F45 ATSF 1854 with speaker and decoder installed.

The decoder programmed well, and I closed the shell. On the main the locomotive moved erratically and in reverse. I opened the locomotive and reversed the orange and gray wires to the motor. Now it ran in the correct direction, but still erratically. **TIME TO TAKE A BREAK!** (My technique for delaying panic.) Later I opened the locomotive and found that the orange wire had broken loose inside the decoder, causing the motor to quit.

I removed the decoder and designated it for sound-only use. After installing another decoder, the locomotive would run a few feet with good sound, then stop. Pressing key number 2, the loco would restart, run a few feet and stop! Nuts! I think these decoders will work best as sound-only, so I removed the decoder and held it for that. ATSF 1854 will get a NCE D13SR for DCC without sound.

I decided to use one of my Stewart FTs for a sound-only installation in the B-unit. I had previously done that, and then moved the decoder to a steam locomotive. I picked ATSF 108 for surgery. The unpowered B-unit had pickup wipers on the trucks, so I soldered wires to the trucks, and installed the MRC decoder with the large speaker. It programmed well and sounded good on the main. Sound volume was high, so I reset the proper CV to lower the sound.



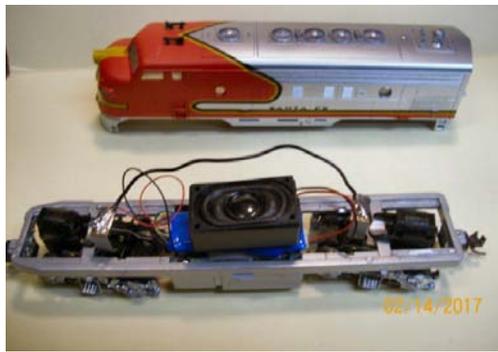
FT ATSF 108A with sound decoder.

The FTs had previously been coupled with drawbars. I installed Kadees on both units. When coupled, the locomotive ran well, but the sound was erratic. FLASH! I cleaned the B-unit wheels, and now it ran great. So much for deferred maintenance! I checked the F45's wheels with not much luck. I'll work on it more later.

I still had two decoders, and wanted to install them in hood units, so the hunt went on. I wish they would work in ALCO or GE locomotives. I finally decided to install a decoder in an F7 passenger set. ATSF 305 is a powered A-unit, 305A is a B-unit, and 305L is an unpowered A-unit, making up a 3-unit set. ATSF 305A had a number of weights secured in the center section, so that was rejected. The center section of 305L was empty, so it was the candidate.



The speaker that came with the decoder was too large, so a speaker and enclosure I had purchased from Mike at Custom Railway Supply was used. The decoder red wire was soldered to the raised contacts for the right side, and the black wire was soldered to a brass screw on the chassis. The speaker wires were soldered.



The decoder and speaker were secured in the center with double-sided tape. The unit was programmed for address 305, reverse running, and DC and DCC operation. No light was installed in this locomotive, as it will operate in the trailing position. The unit operated well on the main line. ATSF 305 operates as the lead unit, 305A in the center, with 305L trailing. All the MRC decoders I've installed show some random noise over my Atlas switches. Oh well! (Wheel cleaning was needed on both A-units for good operation. See a pattern here?)



ATSF 305, 305A, and 305L at Talheim.

305 and 305A are connected with a drawbar. I'll install a drawbar between 305A and 305L.

So I still have two MRC decoders that need homes. One is installed in FTB #172A.



FTA #172L



FTB #172A with parts

The large speaker fits in the B-unit shell, and the decoder fits in front. The Stewart trucks have solder tabs to accept the wires to the decoder, which will provide adequate power. Styrene pieces are glued to the chassis to support the decoder and speaker enclosure.

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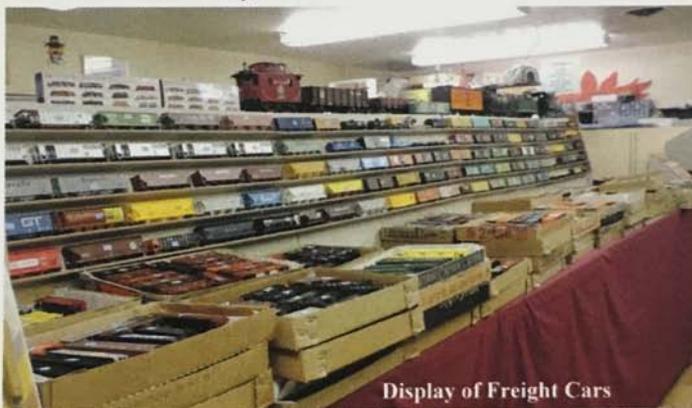
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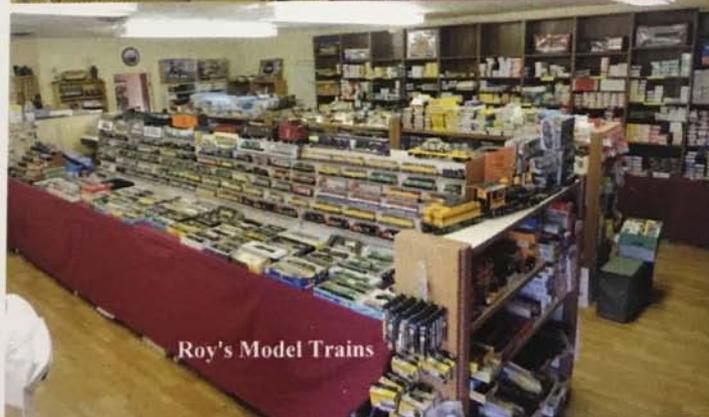
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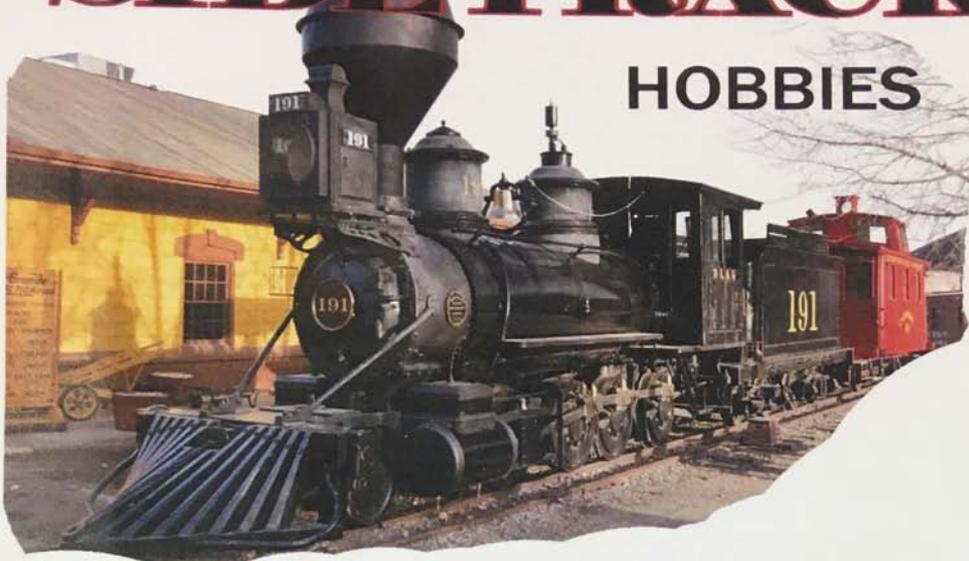
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