



The

Milepost

Volume 43, Number 2 – February 2023

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



NEXT MEETING:

Friday, February 10th, 2023, at 7:00 PM

The New Sand Creek Police Station 950 Academy Park Loop

(Northeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

Calendar of Events

January 13th, 2023 (Friday)

NMRA-PPD monthly meeting

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

February 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Joe Costa Presentation

March 10th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Rio Grande Southern

April 7th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Classic HO

May 12th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Trees

June 9th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: A Home Layout

July 7th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: SP Daylight SP4449

August 11th, 2023 (Friday)

NMRA-PPD monthly meeting

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

September 8th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: Harvey Houses

October 13th, 2023 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: {to be determined}

November 10th, 2023 (Friday)

NMRA-PPD monthly meeting

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

December 8th, 2023 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 43, Number 2, February 2023, is published monthly, as an electronic document (Adobe PDF file), by, and under the authority of, the Pikes Peak Division (Rocky Mountain Region), of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We would love to meet you. All

scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroads (and railroad) activities. All content in this journal is copyrighted to its respective owner unless otherwise noted. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etcetera, without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address of: dave@bristow-family.org Thank you.

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[Open]

Next Meeting on Friday, February 10

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

Be sure to check out the Rocky Mountain NMRA Callboard: <https://www.rmr-nmra.org/callboard.htm>

This year's programs in greater detail:

- March 10, 2023 - A Scenic Tour of the Rio Grande Southern - by Elizabeth Maline
- April 14, 2023 - Classic HO - by Ken Rambo
- May 12, 2023 - Trees - by Charlotte Mountz / Kristen Phillips
- June 9, 2023 - Progress on a home layout, tips & techniques - by Charles Marchbanks
- July 14, 2023 - Southern Pacific Daylight SP4449 - Part 2 - by Mark Fuerstenberger
- August 11, 2023 - Virginia & Truckee Railroad - by Mike Maline
- September 8, 2023 - Harvey Houses of the Southwest / Harvey Girls - by Kristen Phillips
- October 13, 2023 - still TBD
- November 10, 2023 - still TBD
- December 8, 2023 - No Program / Christmas Party

Editor's Thoughts

Well, this is February, the shortest month of the year and my thoughts reflect that shortness.

Just before last month's Milepost came to press my principal Linux machine decided to stop working. Much of what I do around model railroading depends on my computer, thus this was not a good thing! However, it was not a total catastrophe as I have network storage so much of my material is backed up as well as all my code is stored in GitHub in the cloud. I was fortunate and recovered the disk from the failed machine. I then proceeded to setup one of my older machines that has been gathering dust, which took a fair amount of time. I'm up and running developing code. The downside to my older machine is it is noticeably slower. As it has been a while since I have built a machine, I decided I would do that this time. To save a few bucks I opted for a used graphics card, only to find out that the vendor refurbishes returned items in China at its factory! So, I'm waiting for my video card.

The NMRA Magazine editor Cinthia Priest put together a convincing article on the value and approach to becoming a Master Model Railroader. Cinthia then developed a roadmap for herself and has promised to provide updates on her journey. I have looked at the NMRA Achievement Program in the past and thought it required a lot of work, Cinthia did nothing to quell that thought. However, what her article suggested that would be feasible by any modeler is to plot a path forward by examining all the requirements, deciding which ones to tackle, and then building a plan. The idea is not simply to get the status of MMR but to learn and improve one's skill. The NMRA web site suggest a good place to start is to earn the Golden Spike Award as its requirements are structured in a similar fashion to those of the AP certificates.

Like many modelers I went to the TECO train show this weekend. I particularly enjoyed the number and variety of HO layouts. John in his article captured the essence of the many layouts present. The nascent Free-Mo layout had several modules that demonstrated how one could become involved with the project. Lots of vendors, a great show!

David

Conductor's Corner

Many congratulations to Elizabeth, all her officers, all her volunteers and anyone who assisted in the very successful TECO show that wrapped up Sunday afternoon. I thought it went off well with fun and entertainment for all who participated. The weather couldn't have been more cooperative - for

February. If you are reading this and didn't come to the show, spank yourself because you were bad!!

Now that the show is over it's time to start the planning of our own division activities for this year. As a member of the division, it's up to you to guide the officers in the direction you would enjoy seeing the division go. If you don't want to have a summer layout tour, we don't have to have one. Same goes for our picnic, division trip, division swap meet - etc. Be ready to let us know on Friday what activities YOU would participate in. In addition to that - which ones would you volunteer to work on or chair. Unless you work for division activities somewhere as a chairman or committee volunteer - you're really on the outside looking in. What fun is it to just keep your membership card in your billfold or purse - and help nowhere else.

Let's have a good discussion this Friday night to determine what we want to do and where we want to go as a division in the hobby you had to join to be a part of. We need all of us.

Wade Mountz
Superintendent

Drawing Prizes Preview

By Tony Pawlicki

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

(Some of) The February Meeting Offerings:

ATSF 315946, HO scale 100-ton FMC covered hopper. Intermountain model. Gift of Alan Hutchins.

Features:

- As received:
 - Kadee #5 couplers.
 - Metal wheelsets.
 - Consolidated Stencils.
 - One broken set of stirrup steps.
 - Broken roof top drop grab irons (fragile plastic).
 - Missing 3 of 4 truck-mounted brake beam/cylinder assemblies from the too-clever 3-piece Intermountain flexible trucks (the assemblies are basically invisible, so who cares; discarded the fourth assembly for consistency). Blasted trucks come apart when re-installing wheelsets after weathering the wheelsets. Grrrr! Superglue to the rescue.
 - Fully legible large font "Santa Fe" logo (indicates pre-1984 era, as the logo was either painted over or faded to near-invisibility in later years, per photos on the RailroadPictureArchives Web site).
- Added goodies:
 - Repaired broken roof top drop grab irons (fragile plastic; re-glued one, replaced the other with 19.5-inch commercial formed wire).
 - Repaired stirrup step.
 - Weathered trucks and wheelsets.
 - Cut levers and associated brackets.



PRR 324096, HO scale 50-ton gondola. Model Die Casting (MDC, aka Roundhouse) model. Gift of Wade Mountz.

Features:

- As received:
 - Kadee #5 couplers (with glad hands trimmed off).
 - Kadee sprung metal trucks and Kadee wheelsets.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
 - Several broken stirrup steps.
 - Inappropriate shape stirrup steps (photos show all PRR gondolas in the pre-modern era used simple Style A steps).
 - Load of 3 cylinders of Soylent Green (presumably pressurized like Cheez Whiz ®).
- Added goodies:
 - Replaced cast-on stirrup steps with A-Line formed bronze Style A.
 - Weathered wheelsets.
 - Cut levers and associated brackets.
 - Added wooden end bracing to secure load longitudinally.
 - Added chord-top strap anchors and over-the-top load strapping to secure top cylinder of load against transverse shifting.



UP 160285, HO scale 50-foot single plug door boxcar. Model manufacturer unknown (suspect MDC). Gift of Mr. Lugg.

Features:

- As received:
 - Die cast metal underframe.
 - Kadee #5 couplers.
 - Sprung metal trucks and plastic wheelsets (clearly an upgrade relative to the stock model).
 - Cushioned underframe with extended coupler pockets.
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
- Added goodies:
 - Replaced plastic wheelsets with weathered Kadee wheelsets.
 - Cut levers and associated brackets.
 - Replaced sheet metal truck mounting screws with 2-56 brass machine screws in drilled and tapped holes.
 - Adjusted coupler heights (replacement trucks left body riding quite low, so shims were added to truck mount bosses; remember, any upgrades of trucks or wheelsets can lead to coupler height and clearance “adventures”).



UP 3862, HO scale caboose. Athearn model. Gift of Mr. Lugg.

Features:

- As received:
 - Kadee #5 couplers.
 - Sprung metal trucks and metal wheelsets (clearly an upgrade relative to stock model).
 - NO modern markings (Consolidated Stencils, ACI placards, U1 wheel inspection stickers, et cetera).
 - Broken smoke jack.
- Added goodies:
 - Weathered wheelsets.
 - Cut levers and associated brackets.
 - Fixed smoke jack.
 - Adjusted coupler heights (replacement trucks had underbody clearance issues, requiring underframe material removal as well as top of side frames material removal; remember, any upgrades of trucks or wheelsets can lead to coupler height and clearance “adventures”).



December Wavy Rails

By Joe Costa



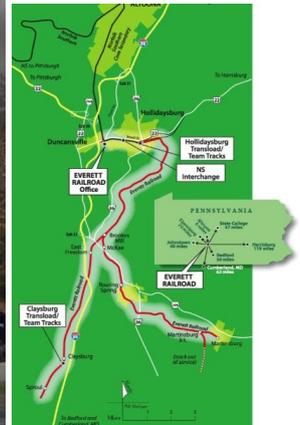
Mystery Train Display at Sea

At the end of January's column, Dave slipped in a picture of a train display I sent him from the cruise ship we boarded in New Orleans.



There were two displays. Above is the nicer one.

Steam on the Everett Railroad in Pennsylvania

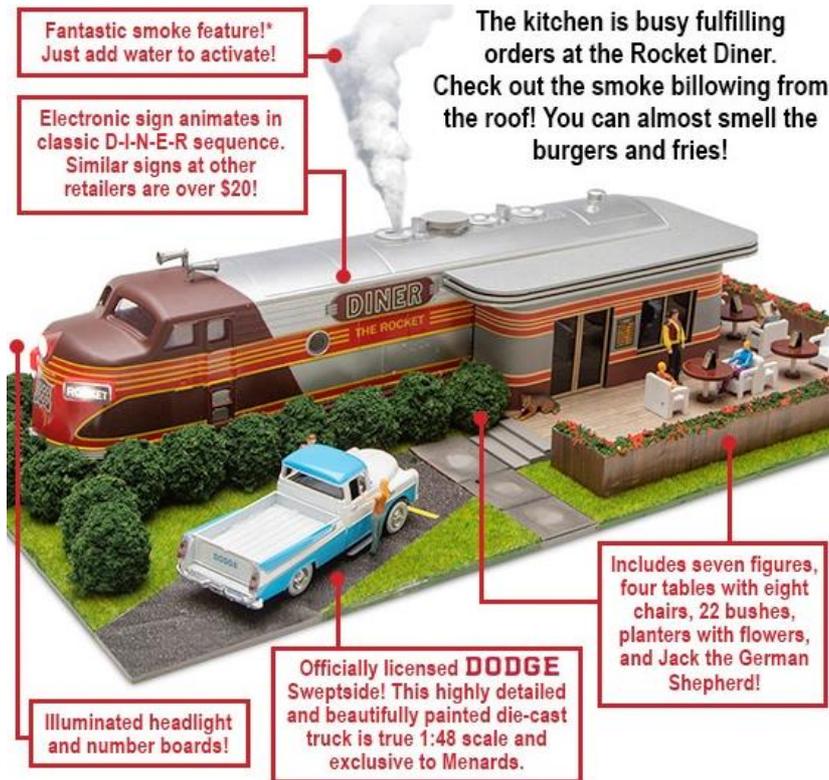


<https://www.youtube.com/watch?v=7a4xNnyBBNQ>

Hollidaysburg, PA is their base of operations.

Get Your Burger at the Diner from the Rick Island Line

O-scale Folks Get the Dodge Pickup from Menards with the Diner:



We Ho-Scalers don't. Otherwise, they look identical (except for the train horns and how the DINER sign flashes):



*Smoke shown is a dramatization. See actual smoke effect on our website. Click to watch video!

There's a picture out there available as a Canvas, Puzzle or Placemat:



Beautiful Station from Oceanside Train Museum



California Streetcar that Didn't Get its Prayer Answered



Why Are Scenic Railroads Converting to Oil?

<https://www.youtube.com/watch?v=NzoXCmn1isA&t=881s>

It's all about liability and availability. For perspective I remember taking my kids to the 1880 Hill City Train, sitting in an open gondola and experiencing the coal cinders up close and personal. When I returned years later with my grandsons, the coal had been replaced with oil. The Department of the Interior required the conversion for safety's sake.

Ride on the Cumbres and Toltec out of Chama and you see a speeder with a fire extinguisher following the train.

Our very own 168 is an oil burner. To stay close to its oil supply it stays within range of Antonito:



The Durango and Silverton since the big fire has begun the conversion process to oil.

The Big Boy, originally a coal burner, was rebuilt to oil in Cheyenne during its restoration. Coal would have been impractical on the Union Pacific's network.

History and Behind the Scenes of Disneyland Railroad

The Disney trains are pulled by restored classic steam engines.

https://www.youtube.com/watch?v=e_djTVwAW2U&t=62s

An Orange County, California created his own version.

<https://youtu.be/puzfS2YhCu4>

Disneyworld Railroad

https://en.wikipedia.org/wiki/Walt_Disney_World_Railroad



The Disneyworld railroad reopens after four years:

<https://wdwnt.com/2022/12/walt-disney-world-railroad-reopens-after-4-years/>

Hogwarts Express Railroad

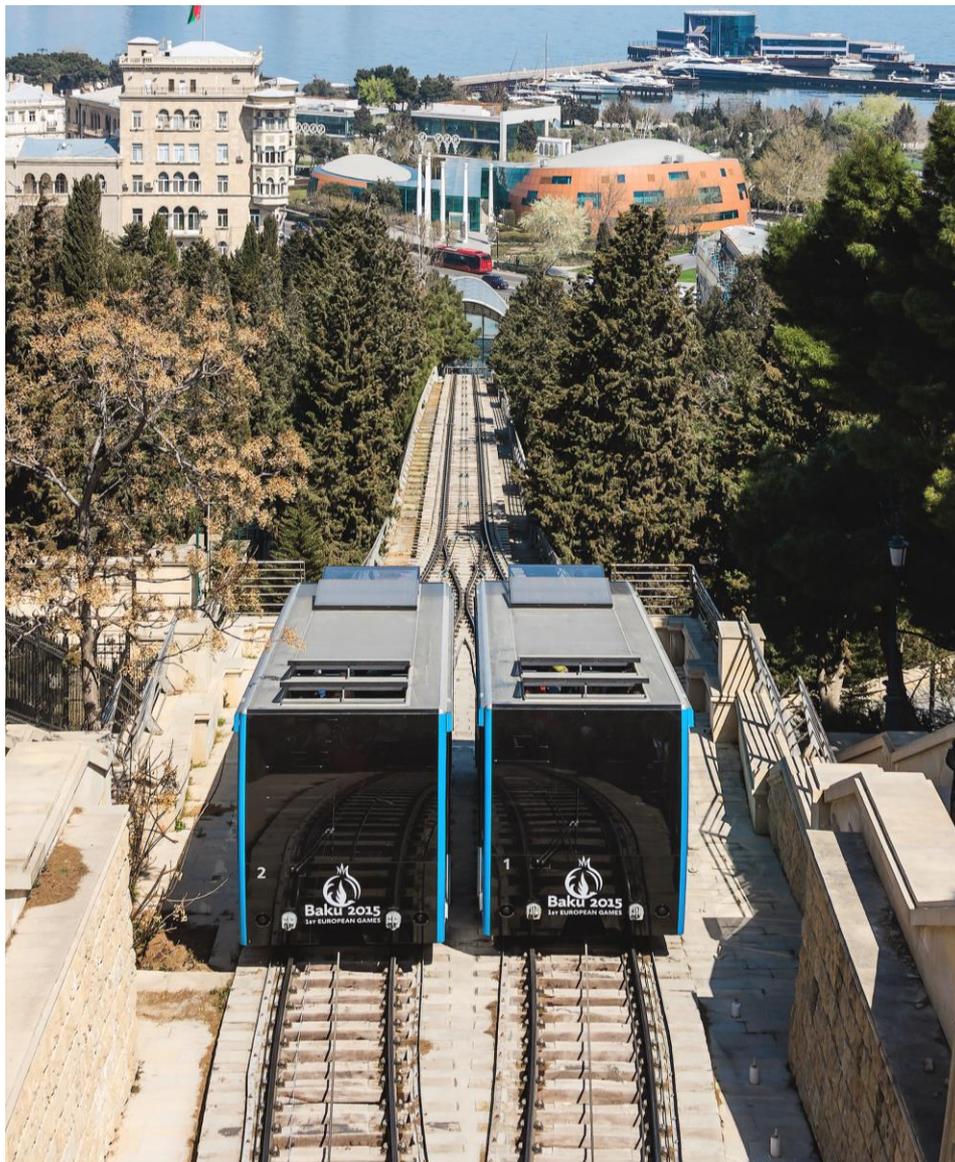


<https://www.youtube.com/watch?v=w8-ys4FQ3nw&t=353s>

The **Hogwarts Express** is an 1,800 mm (5 ft 10+⁷/₈ in) [broad gauge cable railway](#), [people mover](#), and attraction within the [Universal Orlando Resort](#) in [Orlando, Florida](#), United States. The route runs 676 meters (2,218 ft) between **Hogsmeade station** in the [Islands of Adventure](#) theme park and **King's Cross station** in the London area of the [Universal Studios Florida](#) theme park. It provides a connection between the [Diagon Alley](#) and [Hogsmeade](#) areas which, together, form [The Wizarding World of Harry Potter](#), based on the [Harry Potter film series](#).

The system operates with two replicas of the fictional [Hogwarts Express](#). The two directions of travel show two different videos. Because the trains transport guests between stations in two separate theme parks, riders must have an admission pass valid for both theme parks, with [ticket inspectors](#) checking prior to boarding.

Except for it being basically flat, it runs pretty much like a funicular:



The turnouts never switch. Only one side of each train has double flanges which keeps it on its own passing track.

The opposite side has no flanges and no flange slots on the middle rails.

Look closely at the tracks and cables above the passing cars.

Speaking of “Fake” Engines



In the United States, there are seven traveling Thomas engines. One is a working steam locomotive transformed from Brooklyn Eastern District Terminal #15; the other six engines are dummies.

All were built or rebuilt by the [Strasburg Rail Road](#). The dummy engines are placed in a train with a steam or diesel locomotive operated as a pusher for the unpowered Thomas.

Thomas's whistle is powered by the train's compressed air system. Two locomotives are narrow gauge; the other five are standard gauge. Both standard gauge and one narrow gauge replicas are transported from location to location by a flatbed truck.

I remember seeing the merchandise tent behind Thomas at Strasburg:



<https://hawkinsrails.net/preservation/thomas/thomas.html>

Want to run Thomas on your DCC layout? Don't struggle trying to jam a DCC decoder in Thomas. Use a dummy and have a discrete engine in your train to do the work. It's prototypical!

Speaking of Tourist Trains

At the Dole Plantation on the island of Oahu, Hawaii, there are several trains whose engines were built in China:



In the past, I've shown a train we've ridden pulled by a small diesel engine through the Kauai Plantation.



This classic steam engine is fired up on special occasions, it came from Dusseldorf.



They Do Things Differently in Atlanta

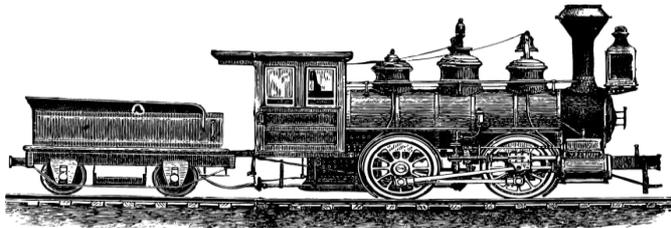
A man stole a police car and stopped on the tracks. The police were able to rescue him before the train took the car for a ride.



Here is What Happens when a Welsh Steam Engine Hits a Car:



Fortunately, the incident did not occur at the Llanfairpwllgwyngyllgogerychwyrndrobwllllantysiliogogogoch station. That would have been awkward filling out any accident report.



Notes from The Siding

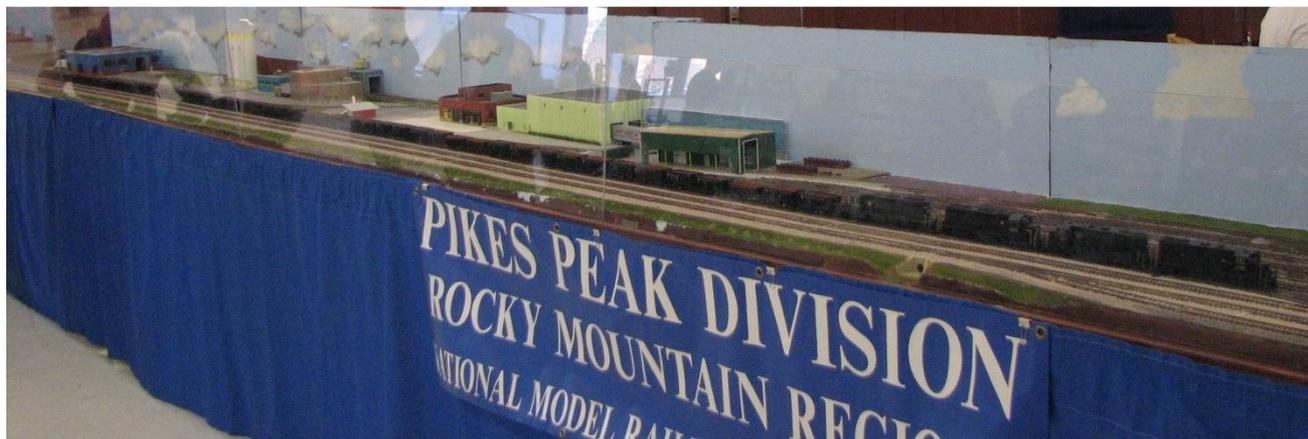
By John Emmot

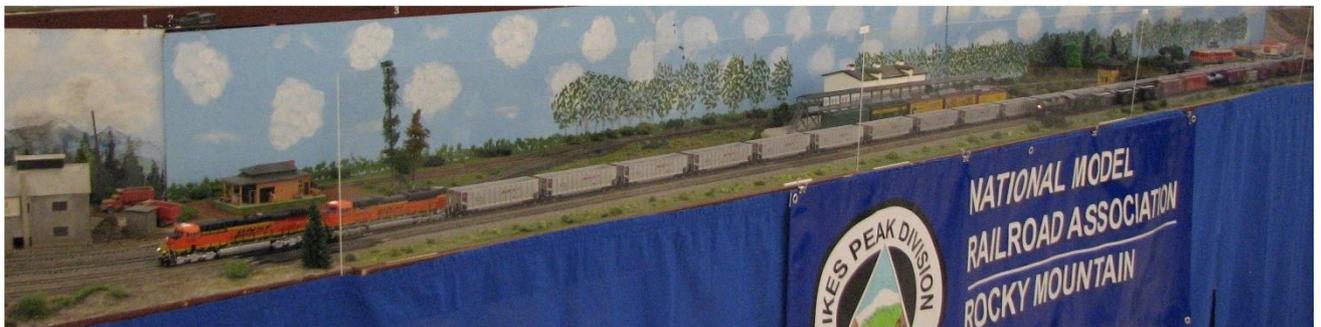
The TECO is history now. I'm tired and I didn't do near what some folks did. I guess one of the biggest impressions I took away was the work and commitment of Mark and Amber. They were they on time for the delayed entry on Friday and didn't let up until after 6PM. That's not to say that there weren't others who met and exceeded their commitments, but the PPD owes them a BIG thanks for their work setting up the largest module layout ever. One set of modules encountered issues beyond the owner's control, but they were delivered and setup with rest. Most of the owner's patriciate in the setup of their modules, but there is a lot of behind the scenes wiring, control, connecting tracks and skirts that also need labor. They exceeded expectations to the great benefit of the Division. Amber also handled the sales of the donated estate that the Division received. They and their family also helped with the tear down on Sunday afternoon. All the owners were present and ready for teardown and there was great cooperation for all. While we may have got a few minutes head start on the disassembly, we were loaded and out the door by 4:30. A very good performance. Kudos to all. The

other layouts were efficient in the teardown and departure. All the vendors that I talked with reported good sales. And on to other favorable news. Elizabeth Maline and Mike Peck should be recognized for planning and executing the biggest TECO in recent memory. They handle everything from getting the show space, to scheduling the vendors, to setting out the Train show signs. While I don't have official numbers, it appears that we got very good attendance for the show. We may have hard numbers to report at the meeting. There were several layouts from 'up north' to add to the show and more total vendors than ever before. We also invited lots of Colorado rail attractions, many of whom attended. All and all, it appears to have been a very good weekend.

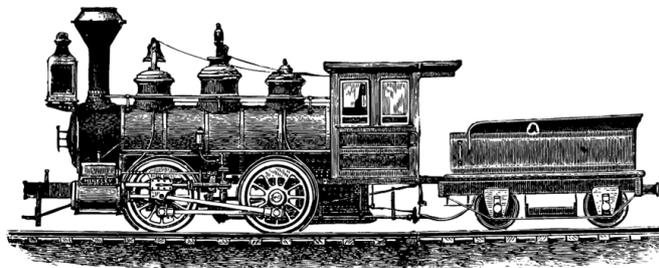
Operations on the layout went well. Myron ran a 62-car ore train on Saturday (He also made the Local & State section of the Sunday Gazette) and Charles had 70 hoppers in a consist. Mark ran a 50 plus unit train on Sunday. Plenty of smaller consists filled the rest. Several 'new purchase' locomotives also got 'tested'. I don't know of too many other things to tell this month and David is waiting for this to go to press. I'll try to pick a few pictures and wrap it up.

Hope to see lots of folks 'round the roundhouse on Friday. We invited several new folks from the show so treat them well if come.









January 2023 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Wade Mountz at 6:58 in the community room of the Sand Creek Police Station. There were 20 members, and two visitors present. Bill Lugg's friend, Dana and Amber's daughter, Jamie.

The minutes of the January meeting were approved as published in the Milepost.

Treasurers Report

Tony had provided an email update to the officers on activity in the PPD bank account and he passed out hard copies at the meeting. The statement covered the income from last month, including the monthly interest of \$0.12. Expenditures for December were also enumerated. The statement was accepted as submitted.

Tony also noted that Alan Hutchins had made sizable donation of cars to the door prizes. Wade noted that Alan is in the hospital at this time.

Chairperson Reports

As program chairman, Mark asked for members to volunteer to do programs. He got several responses on the signup sheet.

Elizabeth presented a report on the next TECO show on February 4-5. The show will be at the Colorado Springs Event Center in Hall B, the larger southern space. She announced that there are more vendors and more layouts than any previous TECO show. The theme is Colorado Rail Destinations and Amber has invited as many as possible of the trains, museums, and attractions in Colorado to attend with their information. All attendees were asked to take flyers and spread the word about the show. We need a good turnout to finance TECO's future. Elizabeth had contacted the Vista Grande Baptist Church at Powers and Stetson Hills about using their parking lot for an outdoor event on a date to be determined. The request has been denied at this time.

Mark also asked if the Pikes Peak Division would support the entry of their 'Chuggy' train in the Colorado Springs' St Patrick's Day Parade on March 11th. He was not seeking financial support, but physical presence of members. There was general agreement to show up. There was hopeful discussion of advertising for model railroading and the NMRA.

Wade had information about the RM Region plan to create a Region polo shirt. Discussion indicated that the membership thought the PPD should create a unique shirt for us and/or our module group. If the Region creates a shirt, members can buy them too.

A motion was made and passed for the PPD to donate \$50.00 to **Rescued Hearts** in memory of Margit Thompson.

There was discussion of an offer to donate a train 'collection' to the PPD. Wade and other members had inventoried and evaluated the items. It was determined that it offered an opportunity to make a profit for the Division. It was moved and passed that the PPD would donate \$100.00 to the RMRHS to facilitate the donation. It was further moved and passed that the Division would purchase a sales table for \$40.00 at the February TECO show to sell the items. Mark agreed to go with Wade to pick up the material on Saturday and Amber said they would store them until the show and that she would 'help' with the sales table.

A break for refreshments was taken at 7:45.

Old business

There was no old business.

Program

John recounted how a Parlor car he had built for the Moffat Road was discovered, after the fact, to be incorrect. The car he built had been modified by the railroad when it was reorganized, and his model was lettered for the wrong railroad and was much different than in the time he intended to model.

Tony displayed a structure for a Concrete Casting Plant that he had built in 1974 for an early layout. He described the modifications and additions he had made to it to use it on his current layout.

Jack displayed a group of intermodal shipping containers and open flatcar loads that were printed from digital files he had bought on-line. They are available in all scales from Digcom Designs.

(<https://www.digcomdesigns.net/>)

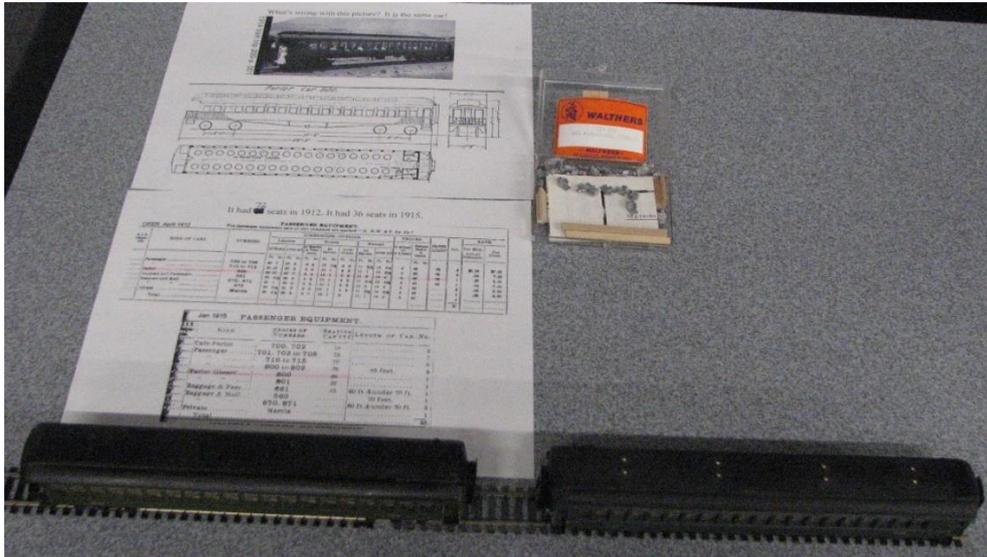
Mark related a story of how he made it into a newspaper article when he was 14 years old. His mother offered him a train ride in exchange for his good actions. Thus, he was among the 208 passengers when the first AMTRAK Pioneer Zephyr left the Denver Union Station in 1991. He only went as far as Greely to visit his grandmother, but he was mentioned in the newspaper coverage of the event. He also had video clips of the last Pioneer in 1997.

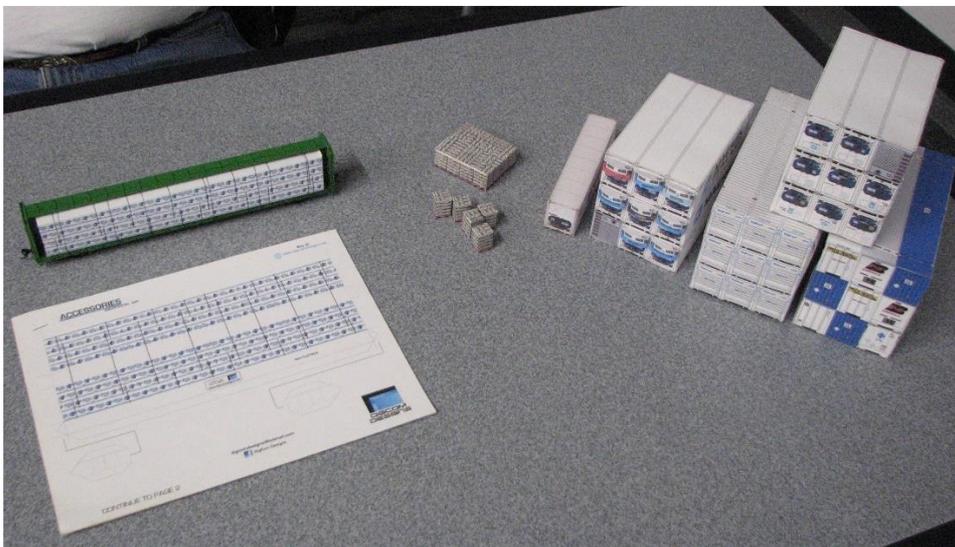
Contest

The contest was the show and tell.

Tony conducted the drawing for January's door prizes.

The meeting was adjourned at 8:47





TECO Tidbits

While the total number of paying customers coming through the door is not in, the winter TECO Show was successful in many ways.

- We had MORE layouts participating at TECO, NEW layouts graced our event, and a large diversity of scales and configurations of model railroads were at TECO.
- We sold more tables for a TECO show, meaning we had some new vendors.
- We overheard some very positive comments as we walked around: from customers and vendors alike.

The comments given to TECO staff ranged from appreciation to surprise that our little old show was all grown up. We saw many customers heading out the door several times with armloads of

merchandise. That's always a good sign that our vendors brought the stuff you wanted and priced it right.

Putting together this model train show was like playing a game of Tetris. One vendor would come in while a confirmed layout backed out, and vice versa. In the meantime, all the invites that Amber Fuerstenberger made to non-profits, museums, and excursion railways, eluded RSVPing our invitations. In the end, John Emmot did his best not to let his software get the best of him. Fortunately, Jon and Kim Wickham joined in on the fun on Friday's setup to help us put all the puzzle pieces together. It was a colossal group effort.

And finally, Thank You for supporting TECO. It was a pleasure to see many of your faces at the show.

The next TECO event is scheduled for September 30th in the Event Center parking lot. It will be a one-day swap meet from 9 am to 1 pm. Details on vendor pricing are not available yet. We will do as quick a turnaround as possible to get that information out to all interested parties.

We are looking forward to our next big shoe in a year. That's right, February 3 and 4, 2024! Please mark your calendars.

Elizabeth Maline
Chairman
Train Expo Colorado

Pikes Peak "N" Gineers Model Railroad Club

By Mike Peck
Superintendent's Corner



Colorado Springs Senior Center setup, we added 5' of modules on Wednesday.

Yes, it's February already!!! The club will start off with TECO 42 on the first weekend of the month, more on this later. We're hoping to add a T-TRAK clinic this month, weather permitting.

The club has a T-TRAK setup for every month through May. It's time to start thinking about Train rides and field trips. The lure of old railroad grades and towns is starting to call me. We'll have to dig out the old lists from last year, dust them off and see where our interests are this year.

TECO 42

Setup for TECO 42 will be Friday February 3 starting at 9am. The plan is to drop off the T-TRAK modules, tablecloths, and power supply at the layout area and the sales items at the sales tables. We will be in the middle of the layouts so we can work on both layout and sales when required. Wade will be giving instructions on how to operate the switching puzzle. This will give us something else to do during the show. What is nice about the switching puzzle is when you don't have any customers and you can set up your own switching situation and try and work it out.

This will be the largest TECO show we have ever done. There will be at least 15 layouts from "N" to "G" and 45 vendors offering items from "N" to "G", art, photos, and railroad museum information.

Youth in Model Railroading has built a boxcar race in "HO" so something to check out and maybe try your luck.

During show days, park in the east parking lot and enter the facility either using the stairs or the small ramp. The TECO show hours for us will be Saturday February 4 any time after 8am, doors open to the public at 10am and we shut down for the day at 5pm. Hours for Sunday February 5, any time after 9am, doors open to the public at 10am and we shut down at 3pm followed by teardown. Vehicles will not be allowed into the building until we are totally packed up and ready to leave.

Boot Hill Show in Garden City, KS

We are registered for the Boot Hill show at Garden City, KS for March 11 & 12. Show hours are Saturday March 11, 10am to 5pm and Sunday March 12, 11am to 4pm. Those of us spending Sunday night in Garden City will leave Monday morning and check out any railroad action we may come across.

Our travel plan is to depart Colorado Springs at 8am and meet up with Earl on Hwy 50 by the Pueblo airport. We'll caravan to Rocky Ford where we'll have breakfast at Christine's, then head on to Garden City. We'll check in at our hotel then head to the fairgrounds to set up both the layout and sales tables.

Rocky Mountain Pace Setup

This event is on Tuesday April 11 from 9am to 3:30pm. This is a new facility for us to setup in. We'll be located in a small office type room where we can either do a straight layout or an "L", this depends on the number of modules we have show up. I'll need a head count for those planning on attending as they will feed us. I'll have more information on this event next month.

Colorado Springs Senior Center

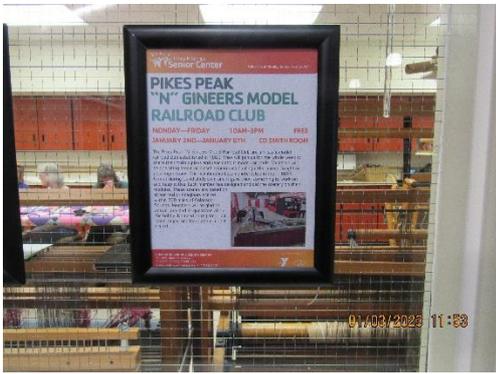
As all good plans go, we had a last-minute change due to weather. We were able to get in later and were set up and running before noon. We started off with a "J" formation on Monday and had a few modules left over. Glenn brought in hi endcap module on Tuesday, so we were able to make another change to the layout size, now a backwards "G". We still had a little space left over so Glenn and Steve brought in a couple of double through truss bridges, which we added to the layout. Later we had to move a bridge as some auto racks were hitting it stopping the train. After the lawyers got the settlement taken care of, we were running trains again.



The final "G" setup.



Testing the new proposed power supply box



Poster the Senior Center had posted.



Another view of the "J".

Customer-wise this was a slow show, except for Wednesday. The slow days gave us time to experiment on proposed future setups and procedures. We found out that by having the power supply on a movable platform we didn't have to adjust modules or add bridges to make everything fit. Just need to make sure the power distribution module is somewhere accessible to hook-up the cables. When we finished with last additions, I made an inside measurement and came up with 30 feet. This gave me an idea on some new cables which we'll use at TECO 42.

Notes

John had a fall and is still recovering from it. In the meantime, he has been sending me all kinds of information and photos for Railhead. I'll have to add the others to next month's Railhead. I'm looking for any railroad or modeling stories that would be of interest to the membership.



This profile view of Union 303 shows its immense size. It had 61-inch drivers and an 88-inch diameter boiler. Baldwin photo, Classic Trains collection

Colorado Pacific Owner Wins Bid for San Luis & Rio Grande RR November 2022



Above photo - Engineer Chance Fowler and his friend on CXR 1964. KCVN and Colorado Pacific owner Stefan Soloviev moved to expand his Colorado railroad holdings. Mr. Soloviev officially placed a higher bid for the San Luis & Rio Grande RR with the US Bankruptcy Court in early November 2022.

Diner Car Menu Item

By Mike Maline

The diner car menu item for this month was selected from The Chesapeake & Ohio Railway menu served in their diner cars. Imagine traveling west bound along the Potomac River ordering from the dinner menu while enjoying the moving river flowing toward the Chesapeake Bay. With St. Patty's day approaching, this menu item was surely a favorite among those of Irish decent. This meal will take a little time but will be well worth it. Bon Appetite!

Irish Lamb Stew

3 lbs boned shoulder of lamb, cut in 1 ½ inch cubes
pinch, ground thyme 2 cloves garlic, crushed
2 medium onions, sliced salt and pepper to taste
8 medium potatoes, sliced 2 Tbsp freshly chopped parsley
2 bay leaves

Fill a large pot with enough water to cover lamb. Bring water to a boil, and meat and boil for 5 minutes. Remove immediately and drain well in colander. Put meat back in the pot and add onions, potatoes, bay leaves, thyme, garlic, salt, and pepper. Cover with cold water. Bring to a boil, reduce heat, and slow boil until meat is done, about 1½ hours. Skim off fat and serve stew with hot dumplings sprinkled with chopped parsley.

Dumplings

4 1/3 cups Bisquick, approximately 2 Tbsp freshly chopped parsley
4 eggs, beaten 1 gallon water
2 tsp salt 2 Tbsp chicken bouillon
½ cup milk

In mixing bowl, combine 4-cups Bisquick, eggs, salt, milk, and parsley, and blend well. Add eggs to Bisquick and mix just until mixture holds together. Meanwhile, in 6-quart pot, add chicken bouillon to water and bring to a boil. Reduce to a slow boil and drop in one generous tablespoonful of batter per dumpling. Cook for 10 minutes uncovered, then cover and cook for 10 more minutes, or until dumplings are done through.

The Lighter Rail

By Kristin Phillips

Romantic Train Rides

Is It Romantic to travel by train?

With more than a touch of charm, traveling by train is the perfect way to kick off a getaway with your loved one. Romance abounds with seated dining service, private sleeping accommodations and breathtaking scenery as you glide along the rails. Need ideas? Start with these locations that provide the ideal setting for a truly romantic getaway.

California Zephyr (Amtrak)

Route: Chicago to Emeryville, California



[Amtrak's pride and joy](#), this 52-hour journey may be the country's best rail trip, thanks to a combination of timing and scenery, with daytime travel through the Colorado Rockies and California's Sierra Nevada Mountains. The westward trip leaves Chicago in the evening, and passengers awake in the morning just east of Denver. And that's when the thrills start, with the route winding through deep canyons inaccessible to cars, through the red rock country of Utah; by Reno, Nevada; and finally rolling into the Bay Area near the Golden Gate Bridge.

Overnights: 2

Price: Fares vary by season and time of booking. Expect prices to start at about \$470 for a single roomette, \$690 for a double, with meals included. Coach seats to start at about \$140, meals not included. Senior discounts aren't available on the lowest-priced coach-seat fare.

Crescent (Amtrak)

Route: New York City to New Orleans



Starting in the bustle of Manhattan's Pennsylvania Station, this [big city train](#) has a dual personality. At the beginning of the 30-hour route, it's full of riders on the busy East Coast corridor, with stops in Philadelphia and Baltimore. But then the pace begins to slow. Travelers soon catch sight of the Blue Ridge Mountains as they pass through historic stops such as the university town of Charlottesville, Virginia, and then down to the Deep South. The route covers some of the important sites of the Civil Rights movement, including Greensboro, North Carolina; Atlanta; and Birmingham, Alabama; before arriving in New Orleans.

Overnights: 1

Price: Starts at \$466 (\$444 for 65-plus) for a single roomette, with meals included. \$686 for a double roomette (\$642 for 65-plus). Coach seats start at \$139, meals not included. Senior discounts aren't available on the lowest-priced coach seat fares.

The Canadian (Via Rail)

Route: Toronto to Vancouver, Canada



[VIA Rail](#), Canada's national rail service, runs an epic four-day trip across the top of the continent. The journey crosses by the lakes and forests of Ontario, over the vast prairies, through cities such as Winnipeg and Edmonton, and then climbs into the Rocky Mountains past Jasper before ending up on the Pacific Coast. Other memorable Via Rail overnight trips include the Ocean from Montreal to Halifax; and the Hudson Bay, linking Winnipeg to Churchill, known for its polar bears and beluga whales.

Overnights: 4

Price: Starts at \$1,111 Canadian (about \$865 U.S.) for a single bunk, which is private at night and open at day, with meals included. Doubles are roughly twice the single fare. A coach seat, which does not include meals, starts at \$490 Canadian (about \$382 U.S.). Senior discounts aren't available on the lowest-priced fares.

Southwest Chief (Amtrak)

Route: Chicago to Los Angeles



This [43-hour journey](#) takes riders over the Mississippi through eight states. It was once the route to see movie stars, who took advantage of what was then an all sleeping-car train, allowing them to travel cross-country in style. Before that, the famed Fred Harvey Company built luxury hotels and restaurants along the line to entice passengers to explore the West.

From Chicago, the route heads west through Iowa and Kansas, across the Continental Divide in Colorado, and then through the desert Southwest. During a stop in Albuquerque, New Mexico, Native American vendors sell crafts to passengers, as they have since train travel began here more than a

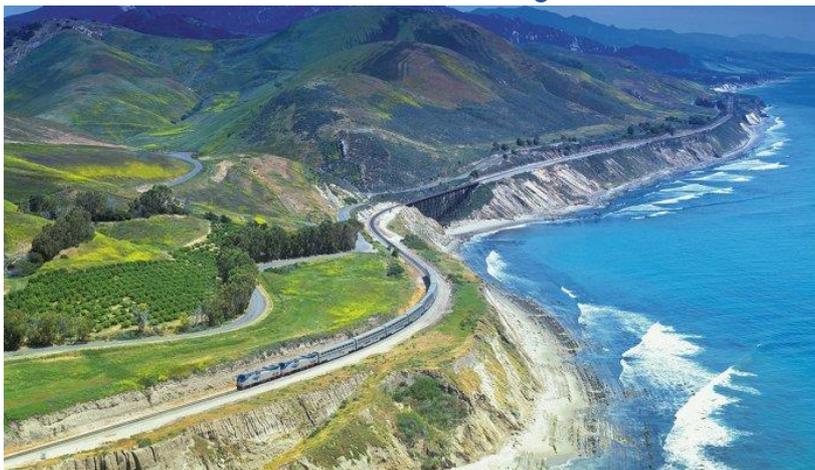
century ago. Various proposals have suggested substituting part of the route through Kansas with bus service. But for now, this venerable line remains on the tracks.

Overnights: 2

Price: Fares vary by season and time of booking. Expect prices to start at about \$605 for a single roomette, with meals included. \$840 for a double roomette. Coach seats to start at about \$150, meals not included. Senior discounts aren't available on the lowest-priced coach-seat fares.

Coast Starlight (Amtrak)

Route: Seattle to Los Angeles



This [coast-hugging route](#) takes in sweeping Pacific views, Cascade Mountain crossings and California's fertile Central Valley. From Seattle, the morning starts with a ride past Puget Sound, and over the next 36 hours, passengers stop in Portland, Oregon, marvel at towering Mount Shasta in California, and watch surfers catch waves off Santa Barbara until the train pulls into L.A.'s grand Union Station.

Overnights: 1

Price: Fares vary by season and time of booking. Expect prices to start at about \$420 for a single roomette, \$580 for a double roomette, with meals included. Coach seats to start at about \$100, meals not included. Senior discounts aren't available on the lowest-priced coach-seat fares.

Rocky Mountaineer

Route: Vancouver to Alberta, Canada

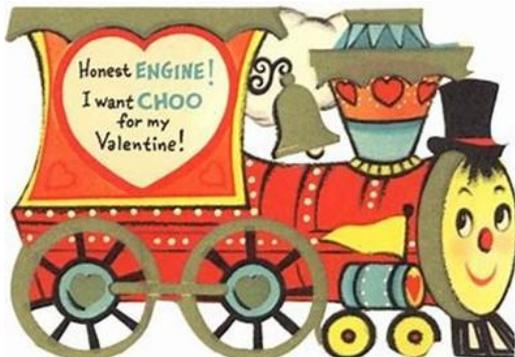


Although passengers don't sleep on the train, this private company's comfortable [overnight two- and three-day trips](#) traverse the Canadian Rockies during the daytime, and then stop at hotels for overnight accommodations. (It also offers a "Rockies to the Red Rocks" trip connecting Denver to

Moab, Utah.) In Canada, the trips, which run April through October, play up the region's wildlife, gliding through forests and by snow-topped mountains. Travelers can customize their trips, visiting sites such as Lake Louise, Jasper, and Calgary.

Overnights: 1

Price: Starts at \$1,287 per person, double occupancy, for a two-day, one-night trip, meals and hotel accommodations included. Senior fares occasionally offered during special promotions.



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