



The

Milepost

Volume 44, Number 1 – January 2024

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



NEXT MEETING:

**Friday, January 12th, 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: Circus Trains

August 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Model/Layout Program: {to be determined}

September 13th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: John Emmot

October 11th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Microcontroller Update

November 8th, 2024 (Friday)

NMRA-PPD monthly meeting

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

December 13th, 2024 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 44, Number 1, January 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. 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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Next Meeting on Friday, January 12

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>

2024 Schedule

- Jan. 12th TBD
- Feb. 9th Ken Rambo Lionel – HO Vintage Trains
- Mar. 8th Kristin Phillips Harvey Houses of the Southwest
- Apr. 12th Mel McFarland The Delagua & Bethua Railway
- May 10th Guest Speaker Possible Guest Speaker - TBD
- Jun. 14th Charles Marchbanks TBD
- Jul. 12th Mark Fuerstenberger Circus Trains
- Aug. 9th TBD
- Sept. 13th John Emmot TBD
- Oct. 11th David Bristow Microcontroller Update
- Nov. 8th TBD
- Dec. 13th Christmas Party

Editor's Thoughts

Jerry Hansz

2024 started with the sad passing of Jerry Hansz on Thursday, December 21st, a cherished member of the Pikes Peak Division. His legacy within the division is profound, and his contributions to the model railroading community will forever be remembered. (see a reprint of Jerry's work from the February 2016 Milepost later in this Milepost)

Jerry's dedication to the Pikes Peak Division was evident in his longstanding membership and significant role in shaping the module layout corners during a time when trailers were not yet available. His commitment went beyond his modules; he continued to operate trains at shows, leaving an indelible mark on the collective spirit of the community. A true enthusiast, Jerry's passion extended to documenting module operations through numerous videos, showcasing his skill in both making and editing. His invaluable "How I did it" locomotive articles, generously shared on the PPD website, served as a source of inspiration for fellow modelers. Jerry's basement was home to a captivating, freelanced Santa Fe layout, adorned with modeler's licenses for German place names and locations he had encountered during his service in the US Army as a communications technician. His unique blend of creativity and attention to detail made his layout a testament to his love for the craft.

During his time stationed in Japan in the early 1950s, Jerry found not only his calling but also his life partner. He met and married his wife, creating a love story that spanned decades and continents.

Jerry's commitment to modeling and his unwavering passion for the hobby will be dearly missed by those who had the privilege of knowing him. His legacy lives on in the layouts he crafted, the articles he shared, and the camaraderie he fostered within the Pikes Peak Division. In honor of Jerry Hansz, let us celebrate the memories, the joy, and the inspiration he brought to our community. May he rest in peace, leaving behind a legacy that continues to inspire model railroaders for years to come.

Copyright

Copyright is a legal concept that grants the creator of an original work exclusive rights to its use and distribution, usually for a limited time, to enable the creator to receive compensation for their intellectual investment. This includes a wide range of creative works, such as literary, artistic, and musical creations. When it comes to pictures or images found on the web, they are also subject to copyright protection.

In general, most pictures and images found online are protected by copyright, just like any other creative work. This means the creator of the image holds exclusive rights to its reproduction and distribution.

Copyright protection exists automatically upon the creation of the image. It doesn't require registration or any special markings. The copyright holder has the right to:

- Reproduce the image: Create copies, such as prints, digital files, etc.
- Distribute the image: Sell, rent, or give away copies.
- Display the image publicly: Show the image in a public place, such as a website or gallery.
- Create derivative works: Create new works based on the original image, such as paintings, sculptures, or collages.

Copyright protection applies to original works. It means that the creator must have invested a minimum amount of creativity in the work. However, the threshold for originality is usually quite low.

The duration of copyright protection varies by jurisdiction, but it generally lasts for the life of the creator plus a certain number of years (e.g., 70 years in many countries). After the copyright expires, the work enters the public domain.

There are some exceptions to copyright, such as:

- Some uses of copyrighted material may be considered "fair use," which allows for the use of copyrighted material without permission for purposes such as criticism, commentary, news reporting, teaching, scholarship, and research. However, determining fair use is a complex legal analysis and is usually decided on a case-by-case basis.
- Some creators choose to license their work under Creative Commons licenses, which provide a clear and standardized way to grant permission for the use of their work. There are different types of Creative Commons licenses, each with its permissions and restrictions.
- Some images are explicitly placed in the public domain by their creators, meaning they can be freely used by anyone for any purpose.

If you want to use an image found on the web, it's crucial to determine the copyright status of the image and obtain the necessary permissions or licenses. Many images are available under specific licenses that dictate how they can be used.

Pay attention to watermarks, attribution requirements, and terms of service on websites hosting images. These may provide information about how the images can be used.

Here are some ways to use images legally:

- Find images in the public domain.
- Use images with a Creative Commons license.
- Purchase a license from the copyright holder.
- Create your images.

Resources: [Government Copyright Office](#) and [Creative Commons](#)

In summary, always assume that images found on the web are protected by copyright unless there is clear information stating otherwise. When in doubt, seek permission from the copyright holder or use images that are explicitly labeled for reuse under a license like Creative Commons.

Unauthorized use of copyrighted images can lead to legal consequences. For all future articles for the Milepost please ensure that the pictures, images, or photos are legally yours to use.

Now I need to turn my attention to setting some goals for 2024 as Mark suggests!

David

Keepin' it on the Tracks

By Mark Fuerstenberger

December Meeting w/ Christmas Presents and Official New Officers

It was nice to see everyone at the Christmas party even though the snow continued to fall. At the meeting officers were "Railroaded" into their positions without too much kicking and screaming, so a big thank you to all the elected officers for your continued support and contributions to the Division.

Elected Officers for 2024:

- Superintendent - Mark Fuerstenberger
- Asst. Superintendent - Elizabeth Maline
- Secretary - John Emmot
- Treasure - Tony Pawlicki

Following the meeting, we had a delicious potluck followed by plenty of presents. Between the men's exchange, women's exchange, and then the Division of gifts there was plenty for everyone.

TECO Train Show – January 27th & 28th

From what I hear the upcoming TECO show is expanding with more and more vendors and layouts attending this show. While that is great news, it's up to us to personally invite friends, family, co-workers, and everyone else you talk to to make this a great show. This is where each person in the Division can truly make a difference. As usual the Division's Module Group will be participating in this show as well as many of our other members who contribute their time and efforts to help make these shows an overall success. The Division layout will be approx. 36' x 44' in size, and we will have a signup sheet at this month's upcoming meeting to run trains. If you haven't ever run trains on our layout, I highly encourage you to talk to me and do so at the upcoming show!

I am also very excited to report that the new blue Pike's Peak Division shirts have arrived, and I know that this will go a long way towards creating a nice uniform look for our club and in the eyes of the attendees. TECO shows are a great way for us to meet other people in our community who also have a love for trains, so a nice clean first impression is important for potential member recruitment.

2024 RMR Elections

Be on the lookout for 2024 Rocky Mountain Region election information. There will be many members listed for various positions. These members help to put on the annual conventions and of course, take care of other business items throughout the year. In addition to the officer positions, there will also be several Board of Director positions elected. It is through these positions that we gain our voice within the region. When you see election information, please take the couple of minutes it will take you to vote.

A New Year and Renewed Goals

By: Mark Fuerstenberger

Let me start by saying that I'm not talking about the usual conversation of dieting and exercise which seems to be the #1 New Year's Resolution. I'll leave that to the overabundant number of commercials and advertising that is already out there. Instead, I'm talking about your model train projects.

With a new year upon us, it's easy to look back and wonder where did 2023 go?! But wondering where it went won't accomplish much except for that frustrating feeling that time flies by. So instead let's choose to use it as motivation to plan for this whole New Year that is in front of us.

If you're anything like me, then I would assume you have plenty of unfinished projects that you were hoping to accomplish last year that you simply weren't able to get around to. So, if we go about

them in the same manner that we did in 2023, then I'm betting in approximately 365 days from now we'll all be in a rather similar spot. **So how do we change that???**

Verses thinking about an overwhelming number of projects, let's start by making a quick list of them. Next to each also list the approximate amount of time each will take you to complete. That can be hours/days/months/years. All of this may sound like a waste of time but I'm confident that it will help you not only layout the projects you have but also help you place a priority on them. From here you can better prioritize your time and select projects that you have the right amount of time for. This way you can not only start a project, but you can finish your project in the time you have allotted for it.

Another very important thing is to think about your projects positively. We all started working on or building model railroads because it was both enjoyable and fun. Don't let that slip away! Often, we build it up in our minds as a chore or something that we simply must get done and we lose the fun in it. Instead, think about your projects like you did when you started them. They were each a fun new challenge, bringing a scene to life, or simply just getting the joy from watching the train operate.

And finally, if you don't have a home layout or a way to operate your trains and enjoy them, that's just one part where the Division is here for you! I would encourage you to let me know, and then bring your trains to the next show so we can give them a chance to get out of their box and run.

Hansz-On Modeling

By Jerry Hansz
Short Projects!

Do you always get foreign railroad equipment at the Christmas party? Can't swap it for your road? Well, try this-patch it for your railroad! I had a couple of caboose that weren't Santa Fe. My short-line Hansz Hauling needed some, so I patched them. The decals were designed and printed on the computer. They don't show up well on dark-colored backgrounds, so they were placed on white or yellow backgrounds. Notice that the crew was sloppy installing the patches! If you have the correct paint, repainting is an alternative. I'm out of Tuscan.



I also had a hopper that had been repainted and lettered for HHCX. Here they are behind the new 70-ton locomotive.





A couple of years ago a guy was selling old time tank car chassis at the swap meet. Several of us bought them up. I got three. They made nice log cars to go behind the brass Shay that I had rebuilt. (See the web site.)



I also had a bunch of old-time tank cars. All but one got assembled before I ran out of gas! The fourth one lay on the bench for a year. Today I decided "no more old-time tank cars", and converted the chassis for log car use. When some small branches become available, the car will be completed.



It was an easy fix. Install Kadee couplers, assemble and mount the trucks. Glue on the brake valve. Speaking of the other patched locomotive. At a swap meet I acquired a Santa Fe SD40-2 in Kodachrome. I already had the number 5068, so it became HHCX 506. With a decoder installed, it is available on the Santa Fe Central.



DCC In A General Electric 70-Ton Locomotive

On the Santa Fe Central Railroad, the Hansz Hauling Company has trackage rights. They have one hand-me-down SD40-2 (#506) which they purchased from the Santa Fe Central. The short-line railroad has needed a small general purpose locomotive, and had been eyeing the GE 70-ton.

At TECO in December, I purchased an undecorated Bachmann Spectrum from Jack Sousa, and picked up an NCE N12SR decoder. MUST HAVE DCC ON THE SFC!

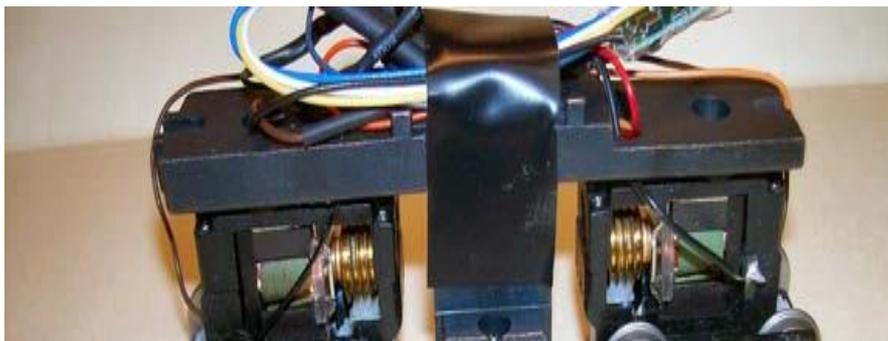


At the back shop I disassembled the locomotive. Quite an exercise. First, the screw holding the tank cover was shallow, so had to modify a Phillips screwdriver. Next, I unsoldered the light bar and studied the two small motors. GREAT! They pick up power directly from the rails with wipers on the motor brushes. With the light bar removed and leads from the motors removed, I verified that the 2 trucks do indeed pick up directly from the rails. So, I disassembled the trucks and removed the motors. A pair of dikes cut the wipers back, so I could attach wires from the truck wipers to the decoder.

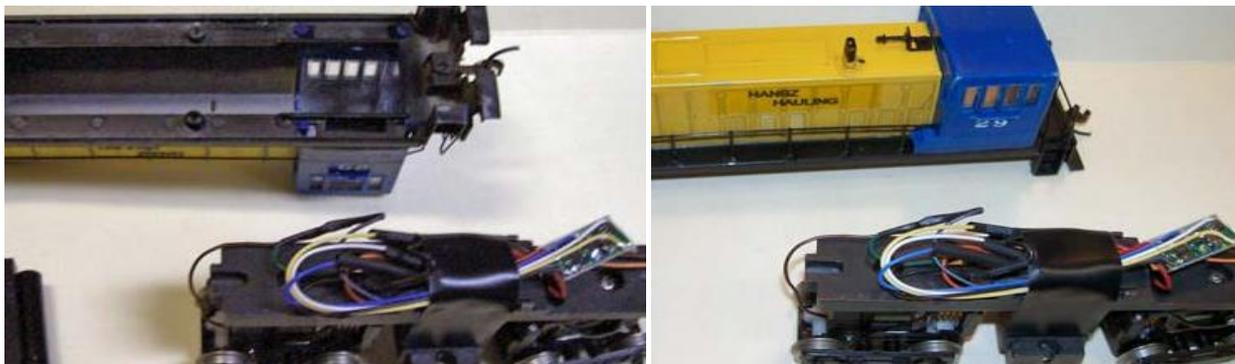


Wires were soldered to the motor brushes and the wheel wipers. I didn't have the correct colored wires, so used whatever was on hand. Word to the wise – keep the wires off bad decoders! After

adding wires, I reassembled the trucks. After replacing the trucks on the frame, I wired the N12SR decoder. I didn't have any 12-volt lamps, so the lamp wires were tucked under the electrical tape I used to secure the decoder. If I don't get too lazy, lights will be added later.



The chassis with a decoder installed. I placed the chassis on the programming track and programmed it for number 22. The unit ran nicely on the main line.



I painted the hood bright yellow, and the cab dark blue, like Santa Fe colors. Couldn't get an exact match since the paint manufacturer discontinued their model paints. Hansz Hauling decals were placed on the hood and number 29 on the cab sides. Handrails and couplers were installed, and the locomotive was reassembled. The locomotive was reprogrammed on the programming track, and runs okay. The short wheelbase will probably be a problem on my Atlas turnouts!



HHCX #29 at Chestnut Hill.

Show and Tell Reminder (Again)

By Tony Pawlicki

This note lays out the rules for the bi-monthly Show And Tell session/contest at the JANUARY 2024 Pikes Peak Division NMRA meeting. These rules apply to the bi-monthly “**salvage and resurrection**” events. This event was announced a bit over a month in advance to give entrants enough time to prepare their entries. The event (sort of a second contest) was inspired by our late beloved Division Superintendent’s notion in his March 2023 Milepost Conductor’s Corner column. This is the contest that was deferred from the November 2023 meeting due to my flat tire adventure (same tire flat twice in two days).

You’ve had an extra two months to get ready, so I’m hoping for a big turnout!

General Idea

- Grab an old, failed project you couldn’t bring yourself to discard (or a disaster picked up at a train show or store).
- Plan a fix (turning it into something good, though not necessarily creating what you originally planned).
- Actually, fix it.
- Bring it to the meeting, display it, and then after the regular model contest, stand up and tell us about your adventures.
- **The show-and-tell aspect is the main thing.** If there are enough entries (three), there will be a contest aspect as well, but the main goal is to have fun salvaging something and entertaining the rest of us with the way you had fun.

Example: An example and the rules were provided in the April 2023 Milepost.

This Session’s Theme

Tank cars. This is in one sense (nature of the load) quite a broad category and includes:

- short ones and long ones
- old ones and new ones (both as regards construction and as regards required markings)
- straight, whale-belly and sway-back (Funnel Flow)
- single- and multiple-compartment/dome
- insulated or not
- pressurized or not
- equipped with head shields or not
- others I’ve not thought of.

At least we don’t have to fabricate loads (except in our heads and the paint and decals).

Drawing Prizes Preview Repeat

By Tony Pawlicki

“Teaser” preview of *some* prizes available at the drawing during intermission at the January 2024 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free - encouraged, even - to bring/donate surprise items! The more the merrier! (Wade’s and Mr. Lugg’s and Alan Hutchins’s donations won’t last forever, folks – in fact, Mr. Lugg’s donations were exhausted with the February 2023 drawing.)**

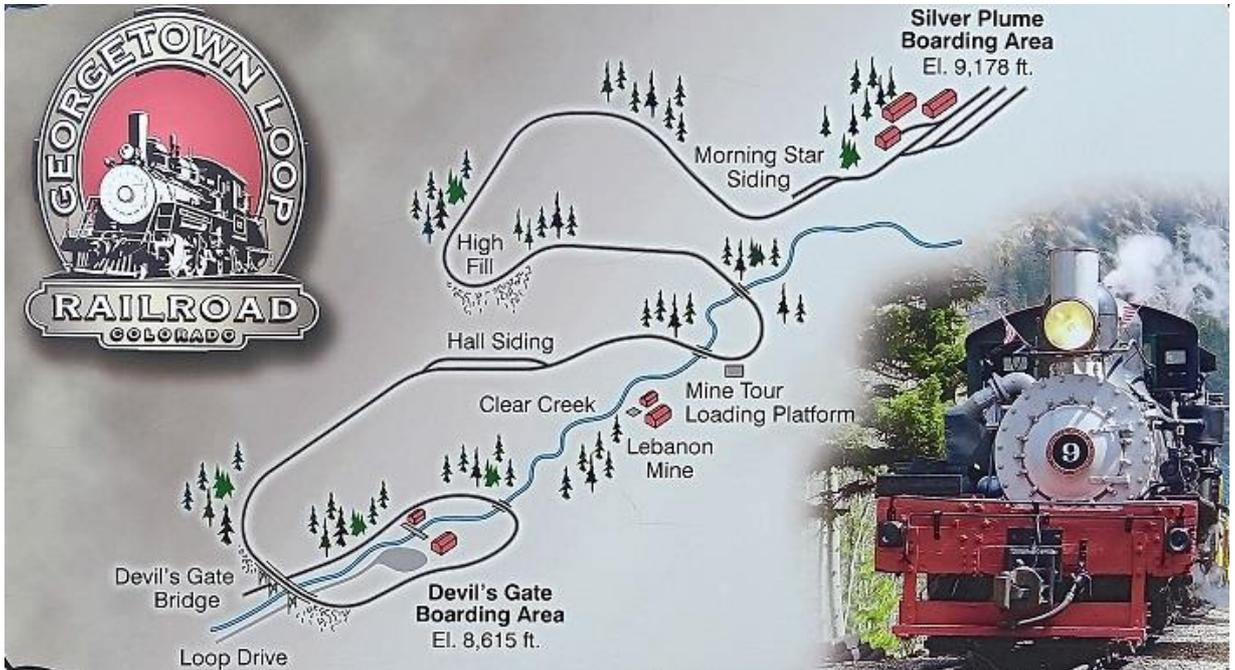
(SOME OF) THE JANUARY MEETING OFFERINGS:

These are those originally planned for the November 2023 meeting, winding up deferred due to my flat tire adventure (same tire flat twice in two days). Feel free to bring additional surprise offerings!

For descriptions and photos, see the November 2023 Milepost.

January Wavy Rails

By Joe Costa



One of the cool things we got to do last summer was to ride the cab of a steam engine on the Georgetown Loop. By the time we were done, we had totally lost our sense of direction. The mural above at the depot was quite impressive.

Climbing onto a steam engine was a little physically challenging for us senile citizens. (We were able to successfully clean the clothes we were wearing when we got home.) Naturally, the lady engineer and the fireman kept themselves spotless.

We have a lot of great tourist railroads in Colorado but this one is the easiest to get to.

Wavy Train not the Gravy Train



This catastrophic derailment took place at a recent train show on the PPDNMRA modular layout. It was not caused by poor track conditions or operator error as far as we know.

Chillin' with my Christmas Chiller

We moved the laser down to the basement and installed the exhaust fan into the basement well window (had to reorient the vent flaps since the windows opens and closes left to right instead of up and down) and decided to replace the laser cooling water bucket with a more professional system). We just didn't want to risk "kicking the bucket."

CW-3000 SERIES INDUSTRIAL WATER CHILLER



With a radiator fan and grill and water tube connections there is a little more to see in the back but nothing much terribly impressive. It's just about keeping the circulating water to and from the laser clean and human lungs dust free.

Clearing the Air

Keeping the air that you breathe clean is also nice.

Strong Suction 3 Stage Filter, FES150S Mini Desktop Soldering Smoke Absorber Remover Fume Extractions Purifier for Laser Welding and Phone Repair



This is a KNOKOO filter with carbon and mechanical filters. You really don't want to breathe laser fumes.

The Chiller keeps the laser healthy and happy and the air filter is for the humans.

But Before the Great Day Things Were Hummin'

There were trains at the mall and trains on the mantle: There was also a great light show at Pikes Peak International.



Shortly after the eleven engineer was done polishing his train, he took a load of passengers around the mall on the Monkey Train.

'Twas the Month after Christmas and Oh What a Mess

The elves were passed out in a state of undress. To avoid any embarrassment no pictures were taken of elven inebriation or incapacitation.



This is the second picture I took of this train on the mantle. The first picture had an empty window where Santa appears waving and the train was pointed in the opposite direction.

Doh! I flipped the train around and Santa magically appeared. I think I had experienced a “senior moment.”

Playing with Lasers and Related Topics

I have worked in the past on assembling and recreating the Castaneda Harvey House in Las Vegas, New Mexico, and 3D printing the adjacent Santa Fe passenger station.

While each technology has its place, I found 3D printing slower and more like work. Frankly, working with a laser is like working at the speed of light.

I came across several 15mm kits from Sarissa Precision in the UK and assembled them. I modified the church by lengthening it with three additional windows.

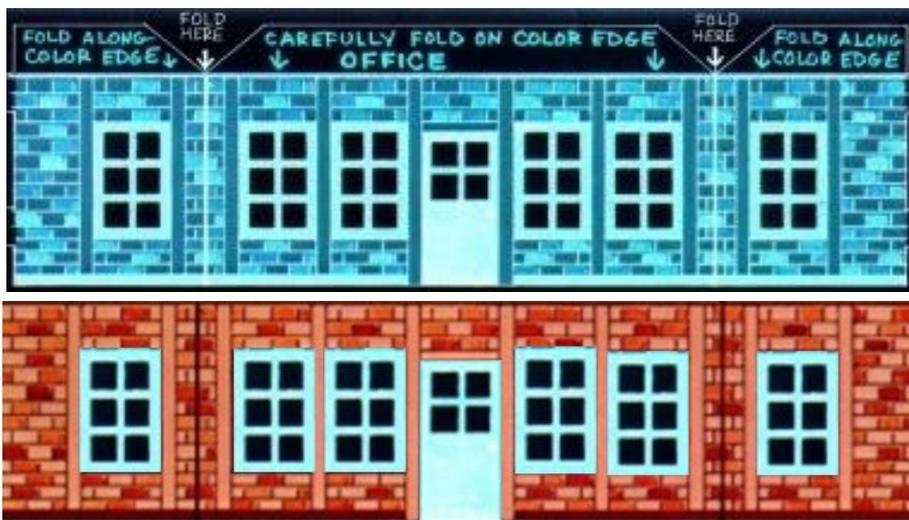


In addition, I came across a paper kit created by Kellogg Cereal and AHM in 1975. I am turning the paper kit into a laser kit.

Kellogg AHM Boxcar & Cardstock Origami from 1975



With 19 windows across, the actual cardstock is 9" X 13" which would be a challenge for a typical scanner. I got this kit off eBay. With some color flipping and reversing, it will turn into an image that can be laser cut and assembled. I'd recommend assembling the main building as is and lighting up the office. The final step is to reverse the windowpane color and then restore the brick walls to their original color.



The plant consists of two parts. First, I will assemble the main building as a paper kit around a plain wooden box cut by the laser.

The small red brick office building was retinted with a free online program. The purpose of that was to turn the dark windows light and the windowpanes black so that the laser could cut out the windowpanes.

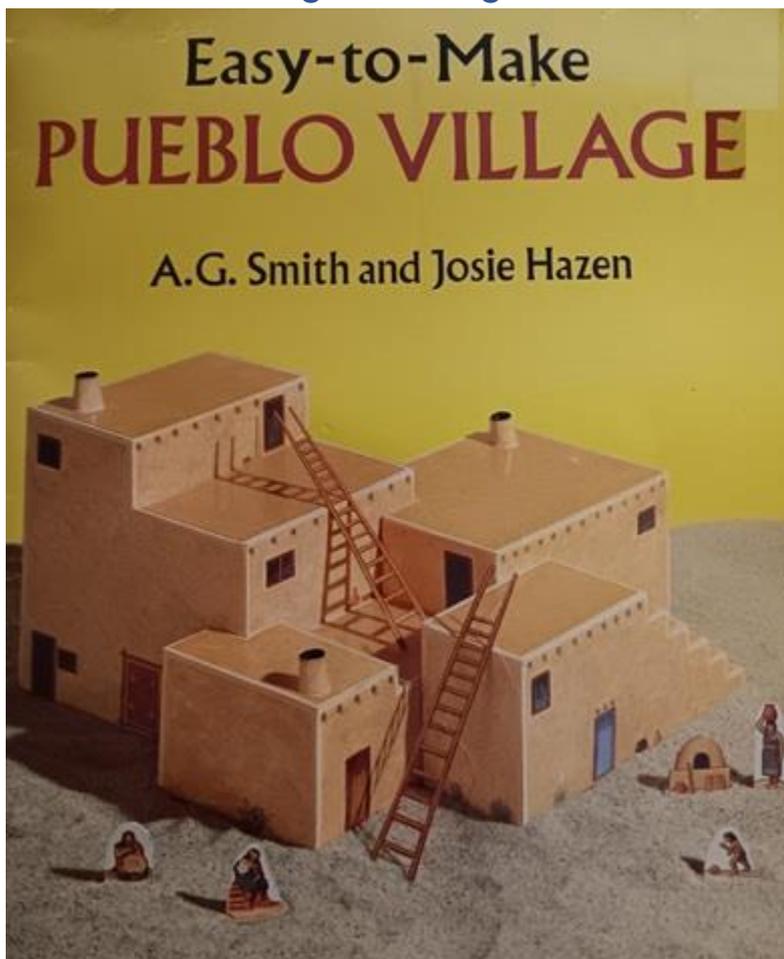
The next step was to change the bricks back to their original color.

There probably is a way to do it all in one step.

Anyway, I will put a transparent plastic sheet behind the cutout windows, and a cheap Christmas light box.

If one is a total fanatic, he could go through the tinting and windowing process for the entire building. I would settle for just cutting flat sheets for it and then assembling it.

Easy Bake Pueblo Village --- 4 Pages H0 scale from 1992



I came across this cardstock kit on a thrift bookstore website. I will assemble the cardstock kit with a laser-cut wooden backing.

Colorado Springs Harvey House



Look at Google Earth and you can see a picture of the old Harvey House that became the Catalyst Tech Center Campus.

I have some grandiose plans to turn that into a laser representation as it was back in the day.

MODEL TRAIN SHOW



January 27 & 28, 2024
Sat 9-5 Sun 10-3

Colorado Springs Event Center

\$ 11 per person

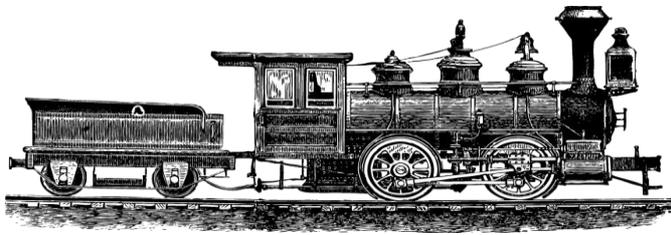
Discounts Apply

**Children 12 & Under
FREE!**

Hall B
3960 Palmer Park Blvd
Colorado Springs, CO 80909



Info and online ticket sales at www.tecoshow.org

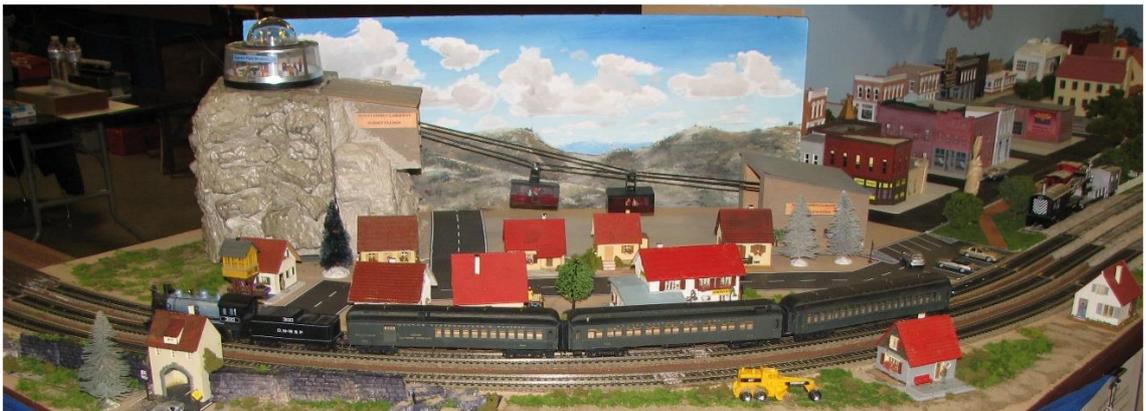


Notes from The Siding

By John Emmot

This follows a sad day. I attended the services for Jerry Hansz Saturday afternoon. I was gratified by the 10 members of the PPD who attended. Jerry would be pleased. Some of you will remember him from the module group. He was a steadfast member of the Pikes Peak Division for many years, attending meetings and participating in train shows. Jerry always had a video camera of some kind for module operations. For many years before we had the trailer, Jerry handled the corners for setups. He did the scenery for the 'dump truck' corner. He was the first one to build a module using only building foam for the surface. It worked fine and made it much lighter and easier for him to handle. It was built around a German airfield with some WW II remnants around it. When we added the inside corner and needed another outside corner. After I built the Plywood Pacific version, Jerry was the one who designed and built the cable car for it. Jerry made video recordings at almost every module set up with on-train cameras and others placed around the layout to document the event. He edited them and created finished programs for each show. They make a great history of the evolution of the Division.

In addition to his module activities, he had a Santa Fe layout in his basement that spilled over into a second room. The services showed that Jerry was a many-faceted individual and I/we only saw a few of them. He will be missed by the Pikes Peak Division.



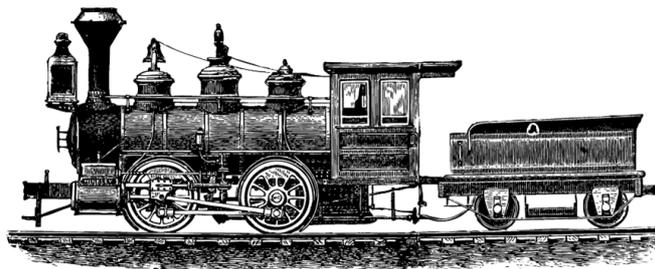
The PPD celebrated the holiday season with the annual Christmas party last month. The official meeting record is in the minutes. The 22 folks who attended enjoyed the potluck offerings and

traditional goodies. The gift exchanges went well with appropriate items in play. Several had more than one 'owner' before it was over. Our numbers may be diminishing, but we still have fun as a model railroad community. There were 8 participants in the non-rail exchange. 16 folks wished to exchange railroad-themed gifts. They followed the usual trend from railcars to buildings to puzzles. I don't think I saw any coal or cinder clinkers among them. The Division's second chance drawing had several folks who were present during the year but missed their chance for another present. The number of gifts divided by the attendees made it, so we got into the third round of picks. If you snoozed, you losed'. Bob Haggart got the locomotive from the list. The one picture of it was overexposed. And once again the photographer neglected to image the cake before cutting. There was plenty left over to 'donate' to the police. They probably had to skip their donuts the next day :-). I don't have a definitive contest schedule for 2024 yet. I believe the input was something like "let's run last year's with updates". So, January is show and tell. Don't forget Tony's tank car project. I have one I should do, but don't know how the week will play out.

Well, since I got sidetracked on another project today, this will be a truncated version. My siding gets farther from the main all the time. Sometimes I can't even see the smoke from the locomotives as they go by.

I hope to see a big group of folks 'round the roundhouse on Friday. Perhaps we'll have a visitor to welcome.

John



November 2023 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Assistant Superintendent, Mark Fuerstenberger at 7:02 in the community room of the Sand Creek Police Station. There were 22 members present and no visitors. Amber had a laptop computer connected to the room's display screens and was able to show relevant portions of the Milepost during the meeting.

Secretary Report

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

Treasurers Report

There were no hard copies of the report, but Amber was able to display it on the screens. There was no income except for the bank interest. Expenditures included payment to Amber for the purchase of Division Christmas presents and payment to Kristin for refreshment supplies. The statement was accepted as submitted. Amber presented the check for \$20.00 for Division car sales at the Pueblo Rail Fair. Tony also indicated that some of the Christmas presents were donations from Allen Hutchins.

Announcements

Mark noted that he and Amber attended the TCA Rocky Mountain Holiday Train Show at Loveland, CO on the 25-26 November (the weekend after Thanksgiving). The PikeMasters Freemo layout was also there.

There is a train show in Longmont this weekend.

Mark showed the 'Polo shirts' that he had introduced at the November meeting for module operators and Division members at railroad events. They were blue polyester (to pick up the layout skirting color) with the PPD logo embroidered on the upper left chest area. They are available for about \$35 each in various sizes and ladies' styles. Mark had the order sheet so folks could verify or add their orders with members paying \$20.00 for each one and the PPD treasury subsidizing \$15 for each one. It is hoped that the first order may be back by the January TECO show.

He reminded everyone of the signup sheet for programs in 2024 to remind folks of their commitment and get additional volunteers.

Elizabeth reported that there has been an overwhelming interest in TECO 44 in January with 13 layouts and many large vendors. Due to the size of the participants, she asked the Event Center about using Hall A along with Hall B which we already had. Upon receiving approval with a satisfactory financial arrangement, TECO will be able to us both. Since the increased space requires greater insurance coverage, she asked if the PPD would be willing to purchase coverage from the NMRA for the show to meet the requirement. After a short discussion, the motion was made and passed for the Division to purchase the extra show coverage.

Mark announced that he had been informed that Bob Bandy would have an open house for his layout on Saturday 9 December.

Dave Solly said he and his wife were performing with the Tri-Lakes Music Association on December 15, 16 & 17 at the Palmer Ridge High School auditorium. He had fliers with information.

Nominations/Elections/Railroading for 2024 officers were opened.

Tony said he was willing to continue as treasurer. With no opposition, a motion was made and immediately passed to elect him.

John said he was willing to continue as secretary if no one else wanted to do it. With no opposition, a motion was made and immediately passed to elect him.

Mark, who has been acting superintendent, said he was willing to accept the position. With no opposition, a motion was made and immediately passed to elect him.

With the assistant superintendent being open, Elizabeth said she would accept the position. With no opposition, a motion was made and immediately passed to elect her.

Program

Christmas party.

This was the year of the chicken wing and meatball for the potluck offerings. They were accompanied by a side of ham and fruit and veggie trays. There were not so many of the sweet offerings and the traditional cake. Coffee and soft drinks were also available. Following the fine repast, the fun began.

Drawing

There was no drawing.

Contest

There was no contest.

The business meeting was adjourned at 7:21.







Pikes Peak “N” Gineers Model Railroad Club

By Mike Peck



CP RG lococ with name of owner.



D&S diesel loco with new D&S paint scheme.

Superintendent's Corner

Congratulations to all the elected 2024 board members! I was RAILROADED, was the call after the voting, hopefully someone will want to step into the position of Superintendent in 2025 as I will NOT run again.

What will that mean for the club if no one runs for superintendent or other offices? I'll have to check the constitution, but I think that it would be time to dissolve the club or restructure it, the decision is up to the membership.

Some of my goals for 2024 are to go on the tours we planned on last year but never got around to do. Might be time to think about a Durango & Silverton trip. I plan to go to Como this summer once I receive the new schedule of events for there. The DSP&P Historical Society has been doing an outstanding job of saving the history of the Como area. I've heard there is a crew of stone masons working on rebuilding the grand palisades between Pitkin, CO and Alpine Tunnel.

I would like to do some clinics in 2024. Scenery has been mentioned several times. I'll have to dig out the agendas for scenery clinics Charley Bay & I did a few years ago. There are several new technics and materials available now than there were back then. We still need the basics of scenery. We can use more clinics on DCC, and the electronics required for this. Technology is changing so fast. What we learned this morning is outdated by this afternoon.

TECO Show Set Up

The plan as of this writing is to start setting up the T-TRAK set up at 9am on Friday January 26th. We will be setting up the same design as we used at Rail Fair, and the Colorado Christmas show. The plan for future shows is to try some different design layouts as we go.

PPNG may be in Hall A so we can enter from the back of the building using the ramp. This could change. During show hours we can park in the back so we can leave the front parking spaces open for the customers.

Saturday show hours are 9am to 5pm, we can be there at 8am to clean the track and check rail connections.

Sunday show hours are 10am to 3pm followed by teardown. We can get in at 9am to clean the track and check rail connections.

When we tear down, we will pack everything into the totes and boxes so everything is ready to load into a vehicle before a vehicle can be brought into load.

Locomotives of the White Pass & Yukon Railroad

The White Pass & Yukon Railroad has been selling off their old locomotives and purchasing new motive power. John Grief has been following this, so here we go.



Original paint scheme, GEX3341

All ten of the shovel nose diesels were put up for sale in 2022, some might have been sold to South American countries.



Interim years.



114 Sold to the Cumbres & Toltec (1)2023

Three of these sold to US Gypsum, Plaster City, CA. DL-535E modified body.



DL-535E, 4 of these sold to the Durango & Silverton.



D&S new paint scheme



Of the 3 sold to US Gypsum only 2 left

Wrecked 113

One was wrecked beyond repair.



Now E3000CC-DC (6) delivered 2020 and new paint scheme.

The WP&Y is keeping two of the shovel noses and two of the DL535's as heritage, MOW, and stand by locomotives. By John Grier

Rocky Mtn Pace Centers

The club had the opportunity to have two different setups at the Rocky Mountain Pace facilities. We did the first setup at the Explorer facility up north, on December 5th. We were running DC by 10 am and DCC by lunchtime. We had good attendance throughout the day. We had another great lunch. Some of our guests were very excited and talked about the trains under the Christmas tree. Others just wanted to stay and watch the trains run.



L design at Explorer location.



Straight layout at Pikes Peak location.

Terry Kift photos



Glenn, Mary, Bob, and Terry at the Pikes Peak facility.

On December 20th we set up at the Pikes Peak facility. Again, DC was up and running by 10am and I finally got the DCC operating by 10:20 am. Shortly after lunch, there was a major earthquake that struck part of the layout. The wrecking crew was quickly dispatched, and repairs were made so the trains could run again. There were no injuries reported but lots of building and track damage.

We had a lot more wheelchair guests this time, so it took longer for folks to walk around the layout and ask questions. A great time was had by all. We're hoping to be asked back again and maybe for two days instead of one, at least we asked.

Florence Pioneer's Museum Railroad Day

Although it was not a club activity, some RD members were invited to attend this event on Saturday, December 16th from 10 am to 6 pm. I took my Buddy "L" down two weeks early to get it into a display case. John asked if he could bring his "Z" oval layout to the event, and he did. John, Mary, and I arrived right at 10 am and were greeted by a SP speeder, motor, or other names.



6695-RD was out in front of the museum.

We went inside to see where John could set up his "Z" layout. I brought the club's scale display to show folks the difference in scales. There were several static train displays to look at until the running trains started at 3 pm. Earl showed up with his T-TRAK layout, and the PMRC brought their HO switching puzzle. From then until 5 pm it was busy then died down to almost nothing, Bronco Game, so Marty told us we could leave. Marty sent me the final count for the day at 174 through the door compared to 162 last year.



Earl and Jon Wickham watching T-TRAK.



John and his Z scale set up.



Mary having a cookie and cup of cider.



John's improvised Z scale mountain.

There are plans for next year to have trains start running sooner and then shut down by 5 pm.

Those club members helped set up the MTL in the newly acquired building next door, with an unlevel floor and hardly any light. Well, you wouldn't recognize the same place today. There are plans to purchase the building to the east of the museum for some more ability to expand.

Maybe we could get our Pioneers Museum to do something like this?

Editor's Notes

I want to thank John and Terry for their input for this month's Railhead. The WP&Y does have a couple of working steam locomotives, I don't think these will get sold but who knows? Next time you get a chance to ride the D&S or the C&T you can check out these old WP&Y in their new paint schemes.

Lighter Rail

By Kristin Phillips

For Christmas this year my girlfriend sent me a most unusual gift, a commemorative plate from the



Chicago Railroad Fair of 1948-1949. My friend and I grew up together in Chicago. Marshall Field's flagship store on State Street was for a time the largest in the world, comprising 73 acres of floor space and having larger book, china, shoe, and toy departments than any other department store of its time. So, it is no surprise that Field's would make a commemorative plate for the Chicago Railroad Fair. The plate was made exclusively for Marshall Field & Company by Vernon Kilns, U. S. A. Vernon Kilns was an American ceramic company in Vernon, California, Vernon produced ceramic tableware, art ware, giftware, and figurines. The company closed its doors in 1958.

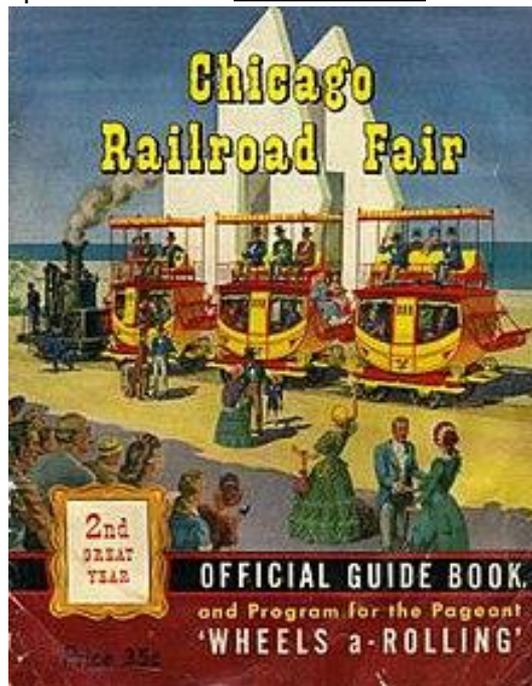
The Chicago Railroad Fair was an event organized to celebrate and commemorate 100 years of railroad history west of Chicago, Illinois. It was held in Chicago in 1948 and 1949 along the shore of Lake Michigan and is often referred to as "the last great railroad fair" with 39 railroad companies participating. The board of directors for the show was a veritable "Who's Who" of railroad company executives. The fair was open from July 20, 1948, to October 3, 1948, and June 25, 1949, to October 2, 1949.

The origin of the fair traces back to the Chicago and North Western Railway (CNW), which at the time was the successor of the first railroad to operate out of Chicago, the Galena and Chicago Union Railroad. CNW was seeking a way to commemorate 100 years of railroading in Chicago, especially as it was done on the CNW itself. Advertising began with people in 19th century costumes posing with the locomotive *Pioneer*, which had pulled the first train out of Chicago in 1848.

The *Pioneer* was the first railroad locomotive to operate in Chicago, Illinois. It was built in 1837 by Baldwin Locomotive Works for the Utica and Schenectady Railroad (U&S) in New York. It was then purchased and used by William B. Ogden for the Galena and Chicago Union Railroad (G&CU), the oldest predecessor of Chicago and North Western Railway). The locomotive arrived in Chicago by schooner on October 10, 1848, and it pulled the first train westbound out of the city on October 25, 1848.

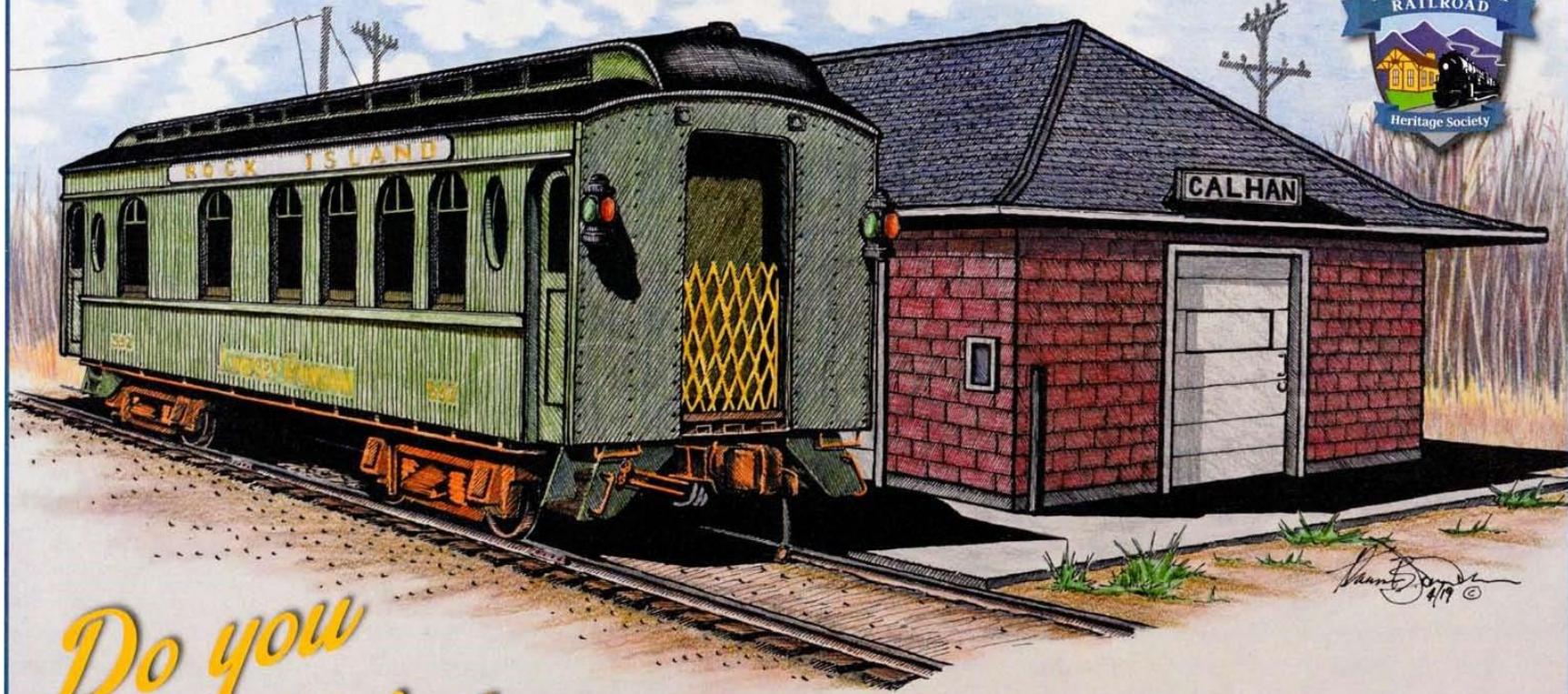
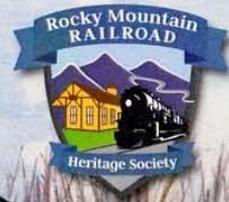
A grand opening for the fair commenced on July 20 with a parade that featured such spectacles as a military marching band and a replica of a troop train, a contingent of cowboys and Native Americans, a replica of the Tom Thumb, the first American locomotive, and the spry, octogenarian widow of Casey Jones, who served as honorary Grand Master of the parade. One dollar was the price of admission, and, except food, all the attractions, displays, exhibits and shows were free. Besides the thirty-nine railroads who participated in the fair, there were more than twenty equipment manufacturers, including General Motors.^[3] The Santa Fe also sponsored an Indian Village where Native Americans sold handicrafts, staged dances, and explained the different types of lodging that were on display.

A highlight of the fair was the presence of the Freedom Train. The Freedom Train travelled the



country from September 17, 1947, through Jan 22, 1949, and was at the Railroad Fair from July 5 – 9. It held many documents and artifacts from the National Archives. Available for public viewing were the original United States Constitution, Declaration of Independence, and the Bill of Rights. Attendance during 1948 was 2,500,813 people. In 1949 this attendance record was broken on September 25, 1949, a week before the fair closed. When the fair ended in 1949, a total of 2,732,739 people had attended that year for a total of 5,233,552 people.





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