



The  
*Milepost*

Volume 40, Number 7 — July 2020

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



**NEXT MEETING:**

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

**Friday, July 10th, 2020 at 7:00 PM**

**The New Sand Creek Police Station 950 Academy Park Loop**

**(Northeast of the intersection of Fountain/Academy)**

**Colorado Springs, Colorado**

**Please note 'Operation Sippy Cup'**

# Calendar of Events

## January 10th, 2020 (Friday) at 6:00 PM

NMRA-PPD monthly meeting at TECO 37 setup at Chapel Hills Mall — lower-level of old Sears building.

Contest: No Contest.

Program: No Program.

## January 11th-12th, 2020 (Saturday/Sunday)

TECO 37 Show, Chapel Hills Mall (lower-level Sears).

## February 14th, 2020 (Friday)

NMRA-PPD monthly meeting.

Contest: Any Railroad Item

Program: {to be determined}.

## March 13th, 2020 (Friday)

NMRA-PPD monthly meeting.

Contest: Locos - Steam and Diesel

Program: {to be determined}.

## April 10th, 2020 (Friday) – Cancelled

NMRA-PPD monthly meeting.

Contest: "Bent Screwdriver"

(unusual April Fool items)

Program: {to be determined}.

## May 8th, 2020 (Friday) – Cancelled

NMRA-PPD monthly meeting.

Contest: Your Oldest Model Railroad Car

Program: {to be determined}.

## June 12th, 2020 (Friday) - Cancelled

NMRA-PPD monthly meeting.

Contest: Small Railroad-Related Structure

Program: {to be determined}.

## July 10th, 2020 (Friday) - Cancelled

NMRA-PPD monthly meeting.

Contest: Gondola - with kit-bashed load

Program: {to be determined}.

## August 14th, 2020 (Friday)

NMRA-PPD monthly meeting.

Contest: Caboose (Completed in last 3 years)

Program: {to be determined}



*The Milepost*, Volume 40, Number 7, July 2020, is published monthly, as an electronic document (Adobe PDF file), by, and under the authority of, the Pikes Peak Division (Rocky Mountain Region), of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We'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. David Bristow. He can be contacted at the e-mail address of: [dave@bristow-family.org](mailto:dave@bristow-family.org) Thank you.

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[ Open ]

## Editor's Thoughts

It is hard to realize we are halfway through the year and looks like this will be an extremely long and hard year with all the COVID-19 issues. I have been following the grim statistics of the pandemic in this country and around the world. It seems Colorado, while not the best is faring better than some other states, we are still in the "stay safer at home" mode. For those of that are retired it affords us time to work on our railway empires and research aspects of those railways.

I do not know about you, but I find I have many projects ongoing. It seems one gets started and then for one reason or another it gets put on hold and off to another. If you recall in February, I mentioned I started to build a caboose kit produced by Juneco a now defunct Canadian manufacturer. I found it on eBay and discovered it had only one of the two ladders in the box. So, I put that project on hold. When we went to the "safer at home" and Roy's train store opened I visited it. Well turns out Roy has a lot of small parts, and luckily for me ladders!

While I was waiting for a solution to the caboose problem, I started a lumber project as I see a lumbering in the Canadian Rockies as one of the industries I will have on my layout. What I wanted was an Exactrail 63-foot center-beam flat car. Unfortunately, I found a few on eBay at prices I was unwilling to pay. I approached Roy and found he had a couple of the Walther's cars, which were 72 foot long. To reduce their length, I removed a couple of sections and glued them back together. In the photo below the foreground car is unfinished but it shows that it is now a 63-foot flat car and the red on is an original Walther's. Now I wait for Modelflex CN #11 yellow paint. On to another project or maybe back to the caboose!



I hope this edition finds everyone and their families healthy.

David

## July Superintendent's Notes

### **Zoom Meeting and Show & Tell**

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

Time: Jul 10, 2020, 06:30 PM Mountain Time (US and Canada)

<https://us02web.zoom.us/j/81664854889?pwd=MTRiSU5JZC9abVBsQlJlUyZlaVFpaUT09>

Meeting ID: 816 6485 4889

Password: 987776

Sometimes we just put an item in front of the camera which is a challenge to get steady and in focus. This is what Tony Pawlicki did to show how he makes his coupler boxes stronger on.

Other times folks share their desktop eliminating the manual dexterity challenge. That is what Mark and Amber did when they remotely logged on from Arizona.

Mark decided that he needed to show off his love for railroading in his new work office. He got a professional photographer friend to take a picture of the 4014 which he has professionally framed but he did not stop there. He also decided he need to build a display box for his HO 4014 engine. The display box is three feet long made of walnut with a locking acrylic cover and ballasted electrified track so that he can power up the engine and do a sound and light show. We are encouraging them to make up a magazine article about what they have done.

Next time we have a physical meeting, we absolutely need to have them bring it in.

## Cog Railroad Diaspora

There are multiple places where Cog Railroad cars have ended up. Some are around town and others farther afield.

Several are at the Colorado Railroad Museum in Golden. Check out their video.

<https://coloradorailroadmuseum.org/2020/05/01/big-train-tour-cog-railway/>

Last fall, one ended up in Woodland Park near the depot:



Dwain Carter donated to Woodland Park to move and install the passenger car. In appreciation, Woodland Park allowed him to name the car after his late wife, Myrna.

Another is way out in Williams, Arizona which is a story in itself.

## From Railway Preservation News



The Grand Canyon Railway took delivery of Manitou & Pikes Peak Cog Railway steam rack locomotive No. 4 and placed it on display on an isolated section of display track behind the railroad's Fred Harvey Restaurant at its Williams terminal. The locomotive will remain on the property for two years, until the complete rebuilding of the M&PP. The Grand Canyon Railway plans on creating an interpretive sign to go with it to explain its origin and significance.

The Manitou & Pikes Peak Railway is owned by the Broadmoor Hotel in Colorado Springs, which is owned by the Oklahoma Publishing Co, which is owned by Anschutz Group, which also owns Xanterra, the western National Parks concessionaire that is also owner of the Grand Canyon Railway.

Here is a link to No. 4 in action in Manitou a few years ago:

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

With some work, the engine could be modified to run on the new track on Pikes Peak.

## Peytonville



Saw this commercial and had to share it.

MRHMAG.COM is the shortcut to the website below.

<https://model-railroad-hobbyist.com/node/38031>

Follow the links in the link above so see the commercial. The model town is amazing even if it is CGI. Alternately, just do a search for Peytonville on YouTube.

## Double Decker Bridge for Vincent Drive

Going on a hike on the Cottonwood Trail from Dublin to Nevada we can across this scene:



The “old” Vincent Drive is off to the west and is currently blocked off. It was the 1924 US 85/87 route. It was very narrow. On top of the roadbed of this bridge is the new Vincent Drive. The black square on the right is the tunnel that trail we went through which goes under.

What surprised us is the arched section which, according to Mel McFarland, was the 1887 bridge for the Santa Fe.

## Game of Railroads

Per current issue of Cowcatcher Magazine (which I picked up at Roy’s) and article in the ABQ Journal, George R. R. Martin **George R.R. Martin**, now 71-year-old, believes it’s “a deep-buried case of Train Lust” from his childhood that prompted him to buy the defunct **Santa Fe Southern Railroad** along with partners, **Catherine Oppenheimer** and **Bill Banowsky**.

Admit it. George looks like an engineer:



They are rebuilding the railroad and plan reopening in 2022.

His partners are involved in Art theatres in the Railyard area downtown. Unlike the previous owners of the railroad, these folks will get strong local support. On the other end is Lamy, where they lease the classic station to Amtrak, across from the Winslow Art Trust Museum at the legal Tender Saloon.



Here is a link to the once and future 18-mile-long railroad:

<https://www.youtube.com/watch?v=HaHFx8PxpwQ>

## Upcoming Division & Local Events

Any events scheduled for the rest of 2020 are subject to cancellation.

The Region Convention has been cancelled due to the library's decision to not reopen their meeting rooms in the foreseeable future. The committee's thoughts are to try and hold the convention in Pueblo in 2021. --- probably rescheduling for 2021.

**July 18-19, 2020:** Rocky Mountain Dinosaur Resource Center, Woodland Park (Nginers)

**October 24-25, 2020:** TECO Train Show at Chapel Hills Mall.

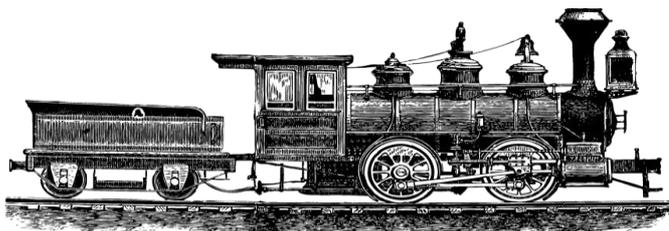
Information on Colorado and neighboring state events is posted on [TECOshow.org](http://TECOshow.org).

## Membership Reminder

Just a friendly reminder; membership in the Pikes Peak Division of the NMRA is contingent upon membership in the NMRA. Outsiders are welcome to attend three meetings of the Division before being required to join. Visit the website: [www.NMRA.org](http://www.NMRA.org) to start or renew your membership.

Members are eligible for up to 45% discounts from over 30 companies.

PPD NMRA has no additional membership dues.



## Notes from The Siding

By John Emmot

Little did I know when I moved to the siding how far off the main it would be. Being on the siding when there is not much going does not generate many things to discuss. Now, I suppose much of that is my own fault for not creating enough of my own ideas to fill the space. I was hoping at this point to be fully engaged in making the most of the rest of my life. Alas I seem to be only divesting myself of the things I collected during the first part of it. Now admittedly many of those things are of little value and do take up lots of space I need for the other pursuits. So, I keep working and hope that the light I see coming down the tunnel is a train.

The virus is still among us and from recent reports is making a comeback. While we had hoped that we were due for some relief that may not be the case. Guess we will have to play it by ear and see what comes. Nearly all the in-person model railroad events have been cancelled for the foreseeable future. That includes the Pueblo show which held out to the last minute. The NMRA National Convention in St. Louis was cancelled. The National Model Railroad Association, Inc. will hold a virtual 2020 Annual General Meeting Sunday, September 13, 2020 at 3 PM EDT. You must register to participate. See the NMRA website. Those of you who are NMRA members have been getting emails with the details. Buena Vista is also going to do a virtual RailFest event on July 18 for those who register at their website "[bvheritage.org](http://bvheritage.org)". July 18 is a very popular date. There will be an outdoor Model RR swapmeet in the parking lot of the Forney Transportation Museum in Denver that day. It is the same bunch from the church with the same schedule plus all the Covid-19 rules. Goes from about 9AM to 11:30AM-ish. Questions: call Mike 720-204-6191 or Nick 303-361-9370.

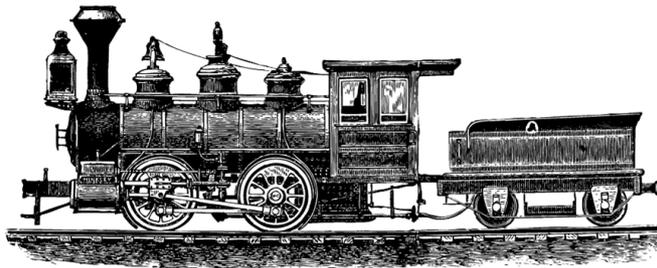
The TECO board continues to meet and discuss our options for an October show. At this time, the Chapel Hills Mall is not allowed to 'host' any large indoor events. We do not know when or if that will change. We too discussed an outdoor event. However, October weather is a bit unpredictable, so we will see what happens.

Our website host recently moved our site to a new, better server. After some initial scrambling with IP addresses and such, all the pieces seemed to come together. Hopefully, most did not notice the transition and are enjoying the continuation of the status quo.

The Police station room is still closed. We will once again conduct a ZOOM meeting on the regular night and time of the PPD meeting. Look for the link in Joe Costa's article. It would be nice if a few more folks logged in to keep up with what is happening in the local area. While we do not have a formal program, it's OK to have a model project to share while we are on.



Hope to see more of you 'round the virtual roundhouse.



## June 2020 Minutes

**Secretary, John Emmot**

The regular monthly meeting was called to order by Superintendent, Joe Costa at 7:04 on a digital ZOOM meeting. All of the officers and not as many members were present. The Fuerstenbergers attended from Arizona and the Malines were in Texas.

The minutes of the May non-meeting were approved as published in the MilePost.

### **Treasurers Report:**

Tony Pawlicki had provided a digital update on activity in the PPD bank account prior to the meeting time. All of the donations authorized in the last meeting, plus the 'go-fund-me' premium were paid. The activity statement was approved as submitted.

### **Announcements:**

Joe congratulated John for the Division NMRA Presidents award.

The Pueblo train show and RMR mini convention is still on schedule for July 31 and Aug 1-2. Some plan to attend if it does happen. For those who can attend, remember it is an NMRA contest event too. Check the RMR site for updates.

### **New Business:**

No new business was brought up.

### **Old Business:**

No old business was brought up.

## Contest:

There was no formal contest.

## Program:

There was no formal program.

Tony discussed a method of installing cut levers on cars.

Mark showed pictures of the design and construction of the new train display case he installed in his office. Amber did the track ballasting and it has a connection for DCC so he can show off the bells and whistles.

Charles did a mobile camera tour of his new layout in progress.

Compliments were paid to David for the quality of the MilePost. He was not in attendance.

Meeting adjourned at 8:00.

## TECO-Tough Freight Cars

By Tony Pawlicki

Do you have HO scale freight car models that you'd like to run on the modular layout at a TECO or Division train show, but are afraid to because (a) they might get damaged or (b) they might not perform well?

Welcome to the club.

Here are some tips that could help you toughen up your models without sacrificing details and/or identify models that can perform safely and reliably. Some of these tips may even be relevant to your home layout. One or more of these techniques may get some of your rolling stock rolling in public, safely and without embarrassment. (I know, a little embarrassment is good for the soul, but there is such a concept as too much of a good thing.)

**COUPLER MOUNTS:** Coupler boxes can pull loose under load if they are just glued in place. Athearn blue box metal coupler box bottoms that clip on can pop off. The solution is to solidly fasten the coupler pocket to the model's frame. Install a 1-72 machine screw centered on the coupler pivot and passing into a tapped hole in the frame. There's just enough material to allow a clearance hole through the pivot. Drill the tap-drill hole through both the pivot and the frame, tap the frame 1-72, drill the hole through the pivot out to clearance diameter and install the machine screw from below. (On a caboos, clip off the protruding visible portion of the screw and dab some flat black paint on the shiny exposed cut-off end.)

**COUPLER SIZE:** Vertical misalignments at inter-module joints can cause vertical offsets of the couplers. Semi-scale couplers can actually uncouple (ask me how I know) so that your train breaks in two. This can even happen at a semi-scale to Kadee #5 connection. Very annoying. Using Kadee #5 couplers on both cars solves the problem because their vertical dimension is larger than the vertical offsets at even the worst inter-module joints. (If you love the appearance of semi-scale couplers, just plan to not use those cars that use them on the modular layouts (unless you want to go to the trouble of swapping them in and out for Kadee #5s so you can show off a favorite at the train show).)

**COUPLER HEIGHT:** Even Kadee #5 couplers can uncouple at a bad inter-module joint if they are not both set at the correct height above the railhead. Part of the solution is to be fanatical about getting the couplers to pass the Kadee coupler height gauge test. The rest of the solution is to eliminate excess vertical play in the coupler. This means adding shims inside the coupler box when there is significant vertical play (and re-checking against the Kadee coupler height gauge). It also means scrapping plastic couplers – their shanks can flex to cause vertical play even if the coupler box does not allow significant play.

**COUPLER TRIP-PIN (MAGNETIC UNCOUPLING PIN) HEIGHT:** A low trip-pin interacting with the grade crossing planks leads to some really "interesting" events. Fanatical checking against a Kadee coupler height gauge will solve this problem.

**TRUCK MOUNTING SCREWS OR PINS:** The combination of vibration and going around curves can cause a loose truck mounting screw or pin to unscrew or drop out (between the rails) after quite a few circuits around the layout (ask me how I know). This can lead to a variety of “interesting” consequences, such as derailling the locomotive the next time around. (Just like the prototype, gravity keeps the truck in place, though not as reliably as on the prototype.) Solutions include: (a) replacing a pin or short screw with a 2-56 drilled-and-tapped long machine screw; (b) putting a dab of Lok-Tite or Walthers Goo on the tip of the machine screw when re-installing it.

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

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

**FRAGILE PLASTIC BRAKE WHEELS:** Replace with brass (perhaps more finely detailed as well).

## Converting Foreign Locomotives

By Jerry Hanz

I have several locomotives from Germany, Italy, and Japan. The German electric has been converted to DCC. A Japanese interurban car has also been converted.



DB E10 model electric locomotive



JNR MOHA 152 power car

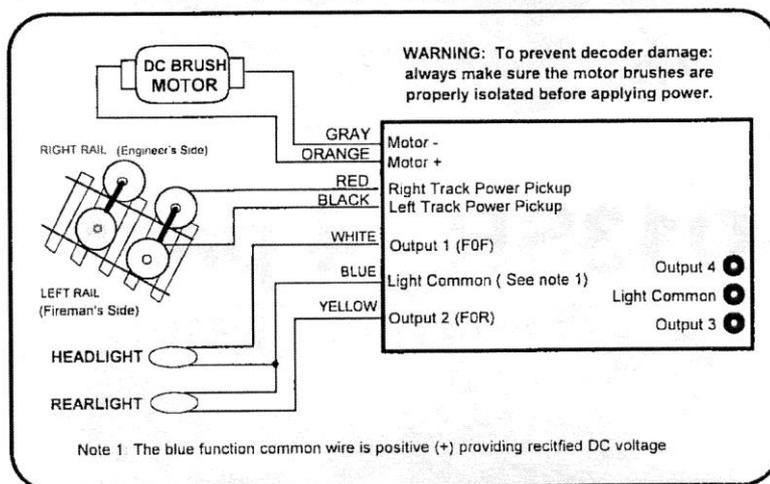
I have a Japanese D70 model electric that I wanted to convert.

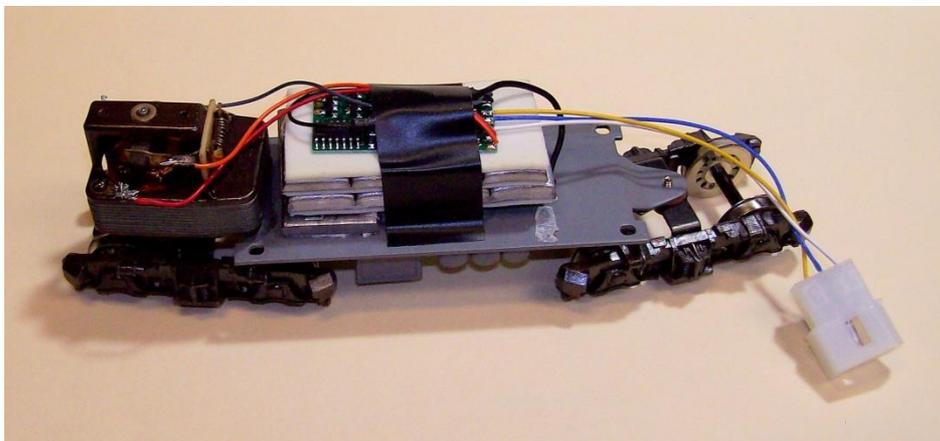


ED 7015 leased to Santa Fe Central.

I separated the chassis and superstructure. It looked like it could be done. The running gear is strange. The motor frame is electrically connected to the power truck, which picks up track power from the left wheels on the power truck. The unpowered rear truck picks up power from the right wheels.

I have a NCE D13SR decoder which fits nicely on top of the weights. The factory wiring was disconnected. The decoder red wire was connected to a solder terminal on the motor frame (the magnet). The decoder black wire was connected to the rear truck. This made the loco run backwards, so I connected the gray wire to the right-side brush, the orange wire to the left brush.

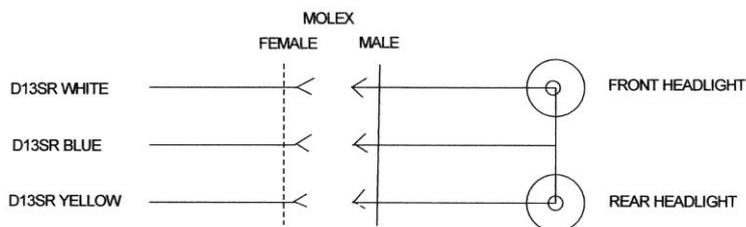




Chassis after mounting the decoder.

A trip to JB's to pick up some Labelle grease also netted two lamps. They were wired into a Molex male. The lamp wires from the decoder were wired into a Molex female. White went to front, yellow to rear, and blue to common. This loco looks the same on either end, so I stuck an F on the designated front.

## ED7015 LAMP WIRING



ED7015LAMP:SKF

DRAWN 6/18/2020

The factory lamps ran through rectifiers so changing the DC direction would light the correct lamp. I ripped all that out. My lamps are secured in the superstructure with Tacky Glue. Maybe I will be able to remove them if needed.

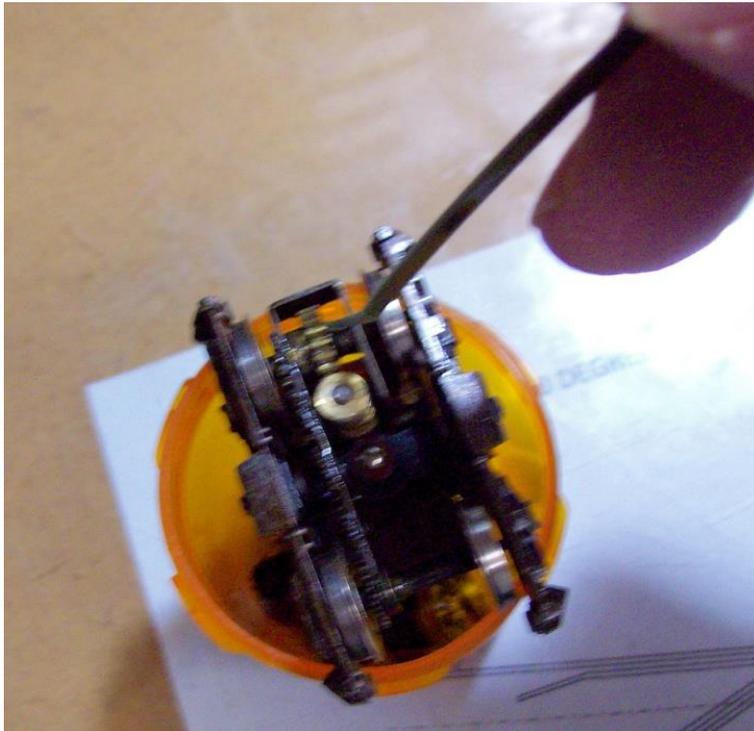


The superstructure with end buffers reinstalled.

The chassis programmed okay on the programming track. On the main line it ran erratically, finally stopping altogether. The motor was running, but no wheels turned. On inspection I found the worm gear on the axle was loose and sliding out of engagement with the worm. Small clearance and lots of lube on the axle made super glue problematic, but I tried. It sat through lunch. Still no good, so set it into alcohol overnight, and watched videos. That also let the Tacky Glue set up on the lamps. Wires were unsoldered to free the front truck and motor.



Next morning the alcohol had evaporated, and the gunk on the axle was gone. I quick squirt of air cleared the residue. I applied (carefully) a small drop of Gorilla Glue to the axle-gear joint. (I did not glue the axle to the frame.)



I let the thing sit and watched videos of PPD train shows. FUN!

A couple of days later the Gorilla Glue had set up and the gear was fixed to the axle. I reassembled the chassis and went to the programming track. "Short detected". It shut down the entire railroad.

After cooling off for a few more days, I went back. Wiring was okay. I loosened the truck mounting screw from the motor end, retightened it, and the short went away! Whew. Back on the programming track it showed manufacturer 11, version 038. Correct for NCE. It did not want to run on the main, so wheels were cleaned with alcohol. Then it got an extensive run-in.

I programmed it for normal running and DC/DCC operation. On the track it ran in reverse, so I reprogrammed it for reverse running. Now it runs motor forward, but the lights are reversed. I will reverse the superstructure, since the wiring to the Molex would be a bear to change. Later, those mini screws are a bear. Lost one during assembly and had to substitute an American screw. Not fun. We will run without headlights for a while, Dispatcher!



JNR ED7015 at Talheim.

## [The Virginia and Truckee Railroad - Part 3](#)

**By Mike Maline**

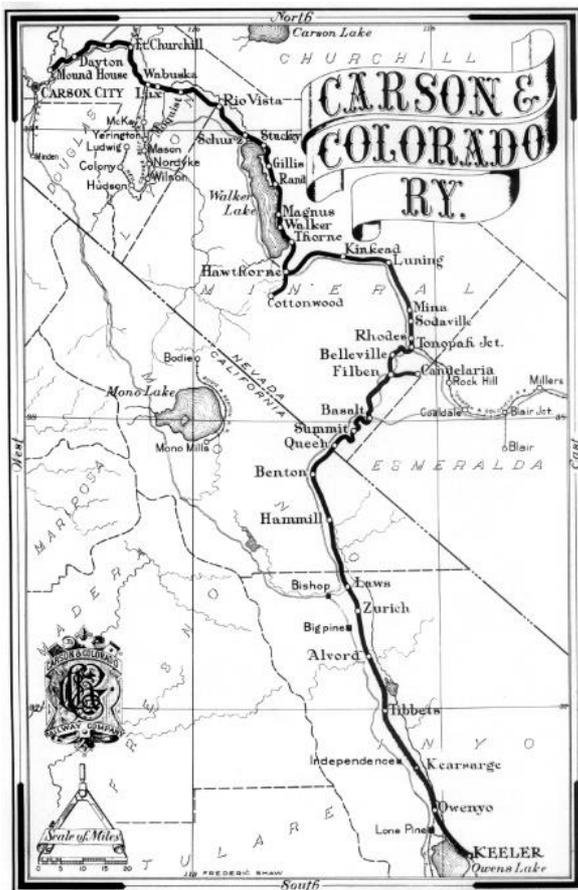
Declining and Final Years of the Virginia and Truckee Railroad.

For the V&T RR, the 1870's were the heyday years, literally rolling in wealth, !880's the mines were being tapped out and closing, plus the stamp mills on the Carson River closing. Due to this decline in revenues, the V&T began looking for other opportunities to make money (or not spend as much).

As the mining decreased, so did the locomotive stable, 1870's there were 24 locos, the 1880's 20 locos, 1890's there were 15 locos and 1900's, only 9 remaining. Most of the locomotives were sold off and much of the rolling stock (passenger cars) was stabled (moth balled) in the engine house and any other covered facility they had. In addition, the V&T purchased 3 motor cars in another effort to reduce costs. A McKeen motor car, "The Canary" a six-wheel White motor car, and another White motor car.



1880, the Carson and Colorado Railroad was constructed interlining with the V&T at Mound House and went south for 300 miles to serve Keeler in Owens Valley California. This was a narrow-gauge road and the equipment used on it were of branch line standards. All necessary heavy repairs to its equipment were performed at the V&T repair shops in Carson. By the time the line reached Keeler in 1883, the owners realized “they had built 300 miles to far or 300 years to soon.” Needless to say, the rail line was not very successful. Twenty years later, it was sold to the Southern Pacific Railroad.



Another attempt for additional revenue, V&T built 15 miles of track south out of Carson to the farming community of Minden. Here the V&T was looking at the farming produce to transport up to Reno and then onto the Central Pacific.

In the early 1930's talking movies were becoming very popular by the public and the V&T was “discovered” by the motion picture industry. To involve railroad action in the increasing demand for Cowboy and Indian movies, Paramount Pictures searched high and low for authentic operational railroad equipment to use in their movies (now talking). With all the stabled equipment the V&T had, locomotives, passenger cars and freight cars, a virtual gold mine was found. V&T sold 32 pieces of equipment, 4 locos, 14 passenger cars and 14 freight and maintenance of way cars. These “Starred” in 89 movies, 30 TV programs and 6 TV commercials.

V&T 11 and 12 were placed on display at Promontory depicting both the UP 119 and CP Jupiter from 1969 to 1972. They were later replaced by V&T 18 and 22 until the National Parks Department had replicas built in 1974.

The V&T held on until May 31, 1950 when it was officially abandoned. Very strangely, on May 1, loco # 26, 4-6-0, was used on a run and at the end of the run, pictures

were taken of it. It was then placed in the Reno wooden single stall engine house and thirty minutes later the engine house burned to the ground. Odd... The last operating locomotive in revenue service was #27, a 4-6-0.

Virginia and Truckee surviving equipment today is quite extensive:

Locomotives (from a grand total of 29):

- #1, Lyon, replica under construction at Nevada State Railroad Museum (NSRM), Carson City
- #11, Reno, located at old Tucson studios
- #12, Genoa, California Railroad Museum
- #13, Empire, California Railroad Museum
- #18, Dayton, NSRM
- #20, Truckee, located at Pennsylvania Historical Museum, Strasburg PA
- #21, J.W. Bowker, California Railroad Museum
- #22, Inyo, NSRM
- #25, NSRM
- #27, On display in Virginia City, NV

Passenger Cars: 25 original cars of which 21 survived and are on display/stored in Jamestown, CA, Carson City, NV, Old Tucson, and Sacramento, CA.

Freight Cars: Not so good, 506 pieces of rolling stock of which only a hand full survived today and located at Old Tucson and NSRM.

V&T today became a phoenix in 2006 and began tourist rail operations between Gold Hill and Virginia City on two miles of track. In 2016 the rail line was extended from Gold Hill to the Truckee River below Mound House, now a 15 mile stretch of rail.



Well it is finally done, hope you enjoyed the quick and dirty Readers Digest version of this historic rail road. If you are ever in the Carson City area, highly recommend visiting the Nevada State Railroad Museum and ride the Virginia & Truckee railroad. As you are riding through the desert landscape watching wild horses, maybe you'll faintly hear the stamp mills pounding ore down by the Truckee River and steam whistles blowing...



# Hansz-On - Jerry Hansz's modeling Saga

## Stay at Home

### Episode 1 - Overview and Oidar

Thanks to the coronavirus, we all are staying home! I'm luckier than most, as I have plenty to do. I was able to complete archiving 8mm tapes, clean up (3 times) my video tape database, and – run trains on the Santa Fe Central Railroad. Never mind the yard!

That railroad was imagined years ago while I was on active duty. The SFC was a play on my extended years as a Sergeant First Class (SFC), 9 years as and E6 and then an E7. After retirement, school and work precluded the realization of the main layout until retirement about 2000.

I did set up a display and switching layout in my office/radio room. It is named Oidar. It is the western terminus of a disconnected branch connecting to Unter-Talheim in the train room.



Overview of Oidar

Due to the narrow space, industries at Oidar are background structures. From the distant end are the Oidar Mill, the icehouse, the oil dock, Hansz Equipment (recent Hansz-On subject), Hometown Produce (another previous Hansz-On subject), and the Riverside 4 warehouse.



Oidar station area.



The railroad leaves the radio room via Oidar Tunnel.

The railroad is a proto-based freelance based on my affection for the Santa Fe Railroad. It is a road from Tesolc (closet staging), through Talheim (Valley Home), Midwest City, Hays, and Agua La Sal (salt water) to the west coast. I will show you more scenes later. I'll present more of this over the next few months, in order to prevent overloading Dave.

### Episode 2 - Tesolc to Talheim

This month we continue our views of the Santa Fe Central Railroad, showing scenes from Tesolc to Talheim, and Mount Eidelhof. Mount Eidelhof is the first visible area after leaving Tesolc. It is a mountain-top Swiss type village with a satellite earth station.



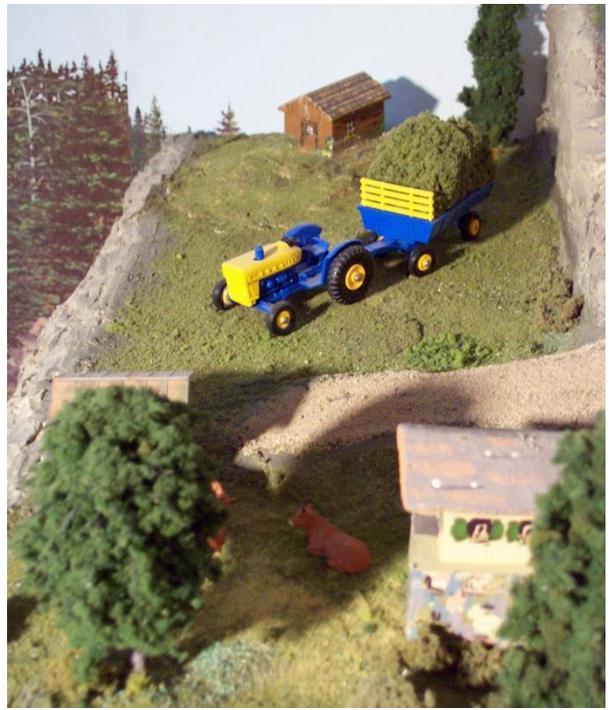
Mount Eidelhof



Mount Eidelhof road.



Eidelhof tunnels.



Alpine farming



Satellite earth station.



Mount Eidelhof houses.

Talheim is a European style resort community with a couple of industries including Averill Gold Refining and Bob's Buns. The Army also has a communications station here. The diner moved from Agua La Sal when the station was moved, to make room for Hansz Hauling.



Talheim overview



Bob's Buns.



Chalet and Church



Gasthaus



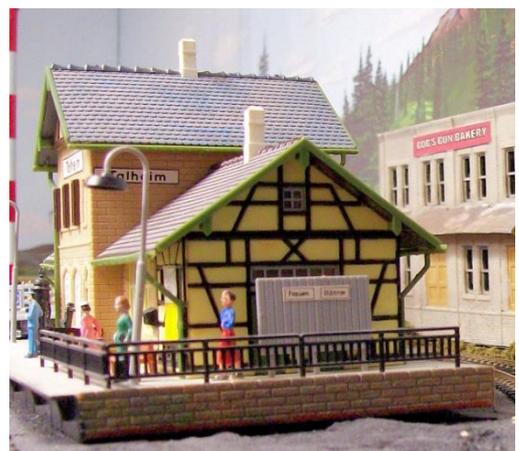
West End Diner and abandoned hotel



Army communications



Talheim Bahnhof and Guterbahnhof (freight station).



The next location is Midwest City. It has several industries.

### Episode 3 - Midwest City

Midwest City is a major Midwestern center. It is midway between Talheim and Hays. As we enter from the east, we see the region's television transmitter.



KMWC transmitter.



K-Co., Mid-Con Systems and Farmco Supply



Stockyard



Hansz Oil office



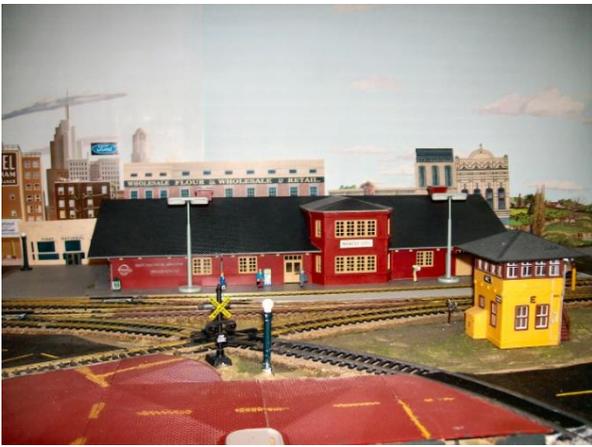
Hansz Oil tanks and loading dock



Tri-State Milling



Fourth Street Texaco.



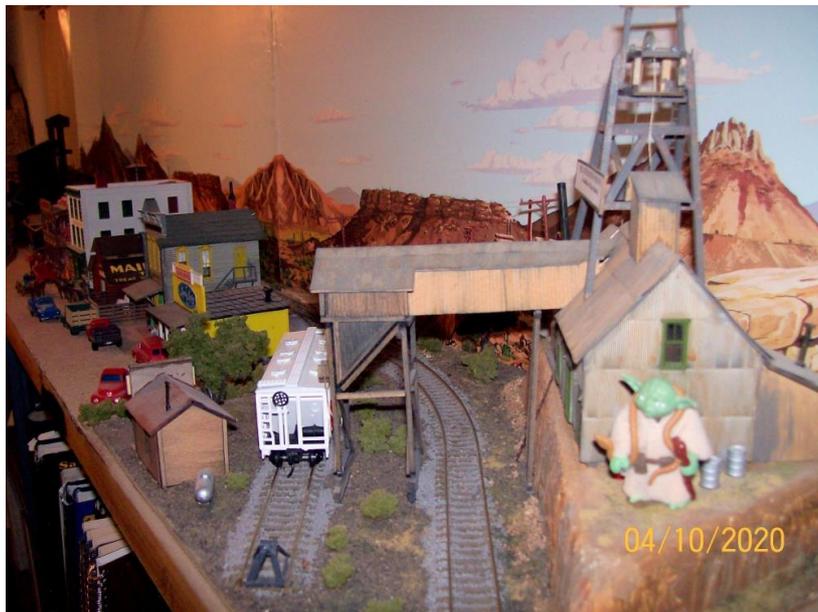
Midwest City station and MC Tower



High School, City Hall, Church, and downtown.

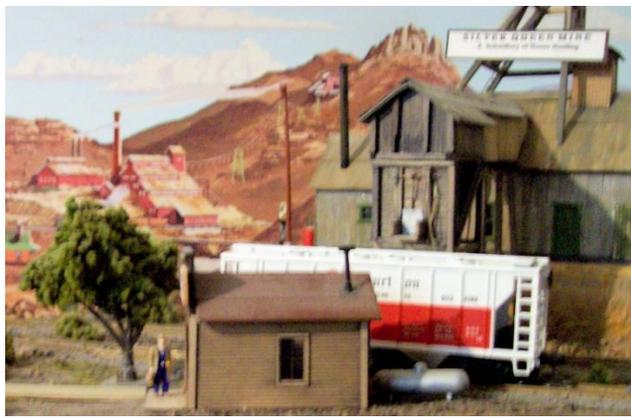
### Episode 4 – Town of Hays

The next town after Midwest City is Hays. It is named after the Hays, Kansas railroad station my daughter gifted me. The major industry is the Silver Queen Mine, which produces ore for Averill Gold Refining in Talheim.



The Silver Queen Mine.

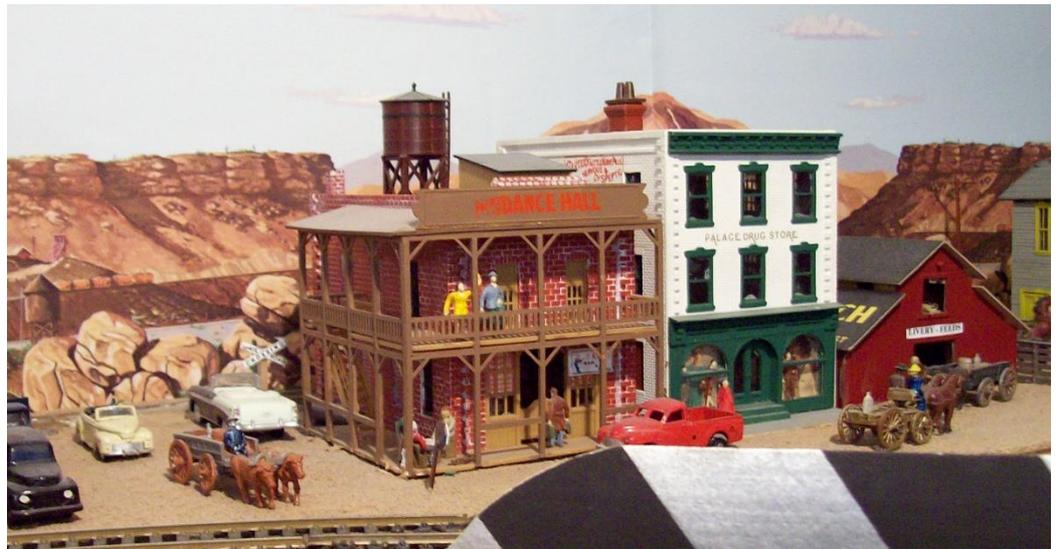
The Silver Queen Mine was a previous workbench project. Notice that the force is with us! The other buildings were from a module that Chris Fox bought in the 1990s. It is a rugged mining town with the central dance hall and hotel, a general store, livery stable, bar, and essay office. At the other end town is a low budget mining operation.



Silver Queen Mine loading tracks and Assay Office.



Downtown Hays. L-R: Palace Drugs, livery stable, Mays Market, and Lucky Lady saloon.



Another view of downtown. Palace Dance Hall and Ken's Bar, Palace Drugs, livery stable.



Water tower, coaling tower, Hays depot.



Coaling tower, water tank, section house and low budget mine.

Trains leave town westward over the Tesolc Causeway on their way to Agua La Sal. The town was built on one-half of a folding door, without planning for lighting!

Our next visit will be to Agua La Sal. It is a thriving port on the ocean. But the Santa Fe Central goes on to California! See You Then!





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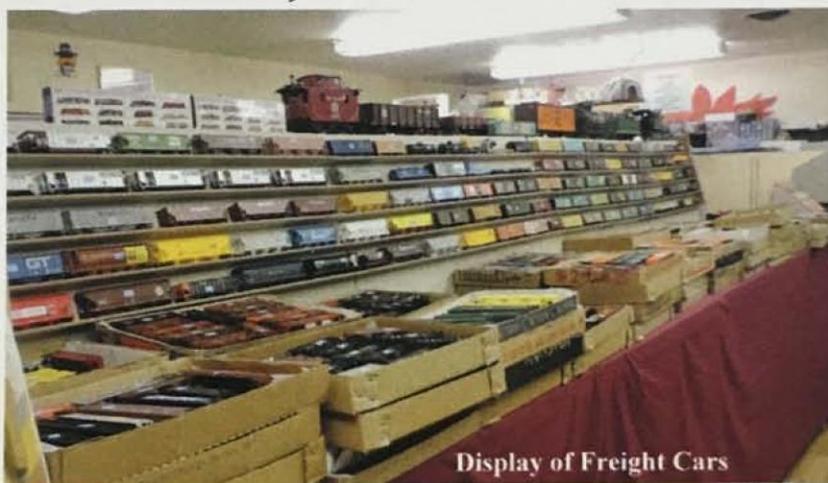
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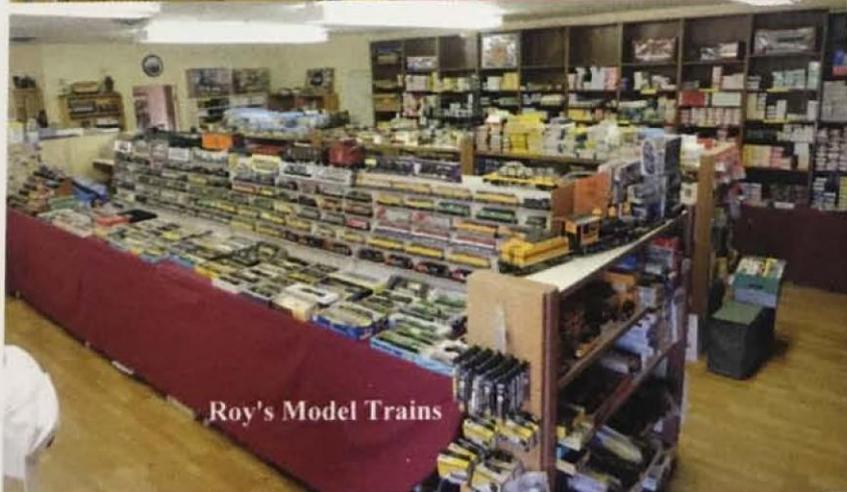
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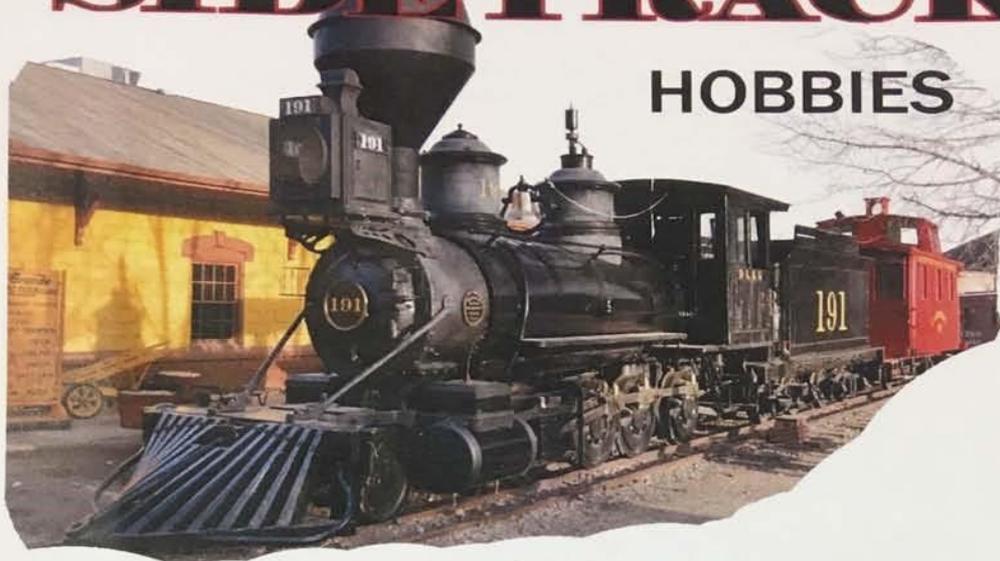
Display of Freight Cars



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