



The

Milepost

Volume 41, Number 7 — July 2021

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



NEXT MEETING:

Friday, July 9th, 2021 at 7:00 PM

Classic Homes Corporate Office 2138 Flying Horse Club Drive

(See Map Inside)

Colorado Springs, Colorado

Calendar of Events

January 8th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

February 12th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

March 12th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

April 9th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

May 14th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

June 11th, 2021 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom.

July 9th, 2021 (Friday)

NMRA-PPD monthly meeting.

Contest: {to be determined}

Program: {to be determined}.

August 13th, 2021 (Friday)

NMRA-PPD monthly meeting.

Contest: {to be determined}

Program: {to be determined}

September 10th, 2021 (Friday)

NMRA-PPD monthly meeting.

Contest: {to be determined}

Program: {to be determined}

October 8th, 2021 (Friday)

NMRA-PPD monthly meeting.

Contest: {to be determined}

Program: {to be determined}

November 12th, 2021 (Friday)

NMRA-PPD monthly meeting.

Contest: {to be determined}

Program: {to be determined}

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The Milepost, Volume 41, Number 7, July 2021, 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 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 Thank you.

Editor's Thoughts

Today is July 4 so I thought it would be interesting to research (i.e., Google) railroads that displayed the American flag. I was somewhat disappointed as there doesn't seem to be many that I found. The [Association of American Railroads](#) displayed the following on their web site, not exactly a locomotive with a flag painted on it, but patriotic.



Union Pacific paid tribute to the United States armed forces by unveiling UP No. 1943 "The Spirit" locomotive at San Antonio's Sunset Station on October 19, 2017. Additionally, UP has a [web page](#) with several YouTube videos dedicated to the flying of the American flag.



[Southern Pride Equipment Painting \(SPEP\)](#) finished the first of 22 locomotives on July 2, 2019 for RailUSA that feature a unique American flag themed design.



[Montana Rail Link](#) released the first of two special tribute locomotives at its rail yard in Missoula, Montana, on November 7, 2020.



I hope you had a great 4th!!

David

July Superintendent's Notes

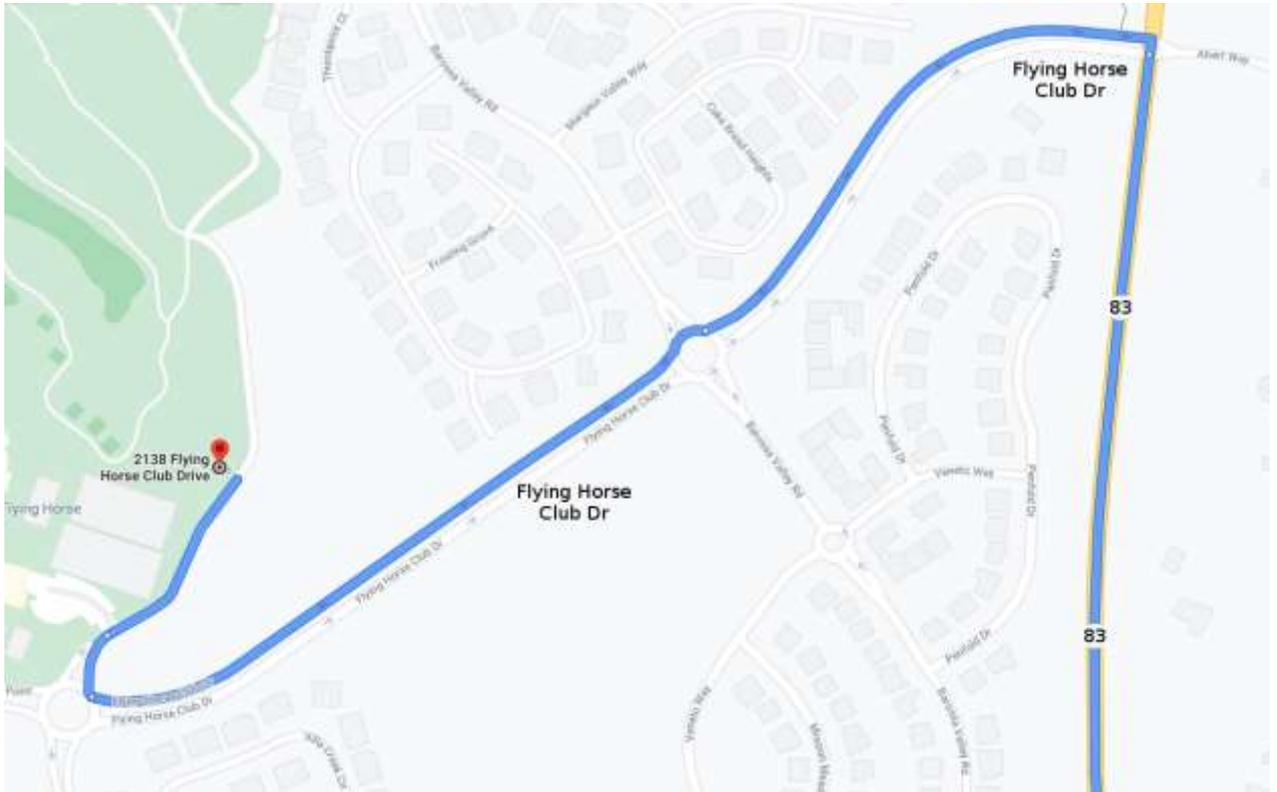
This Month's IN PERSON Meeting

Thanks to Classic Homes and Mark Fuerstenberger we will be meeting in person on July 9th. The meeting will take place at the Classic Homes Corporate Office at 2138 Flying Horse Club Drive, Colorado Springs, CO 80921.

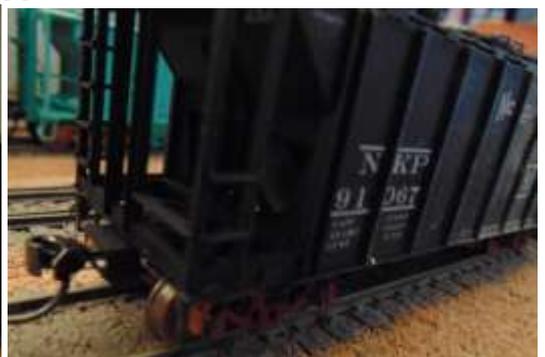
Directions

- Take I-25, Voyager Pkwy, or Powers Blvd, North to Interquest Parkway. Turn right and proceed East.
- Interquest Parkway will then become Hwy 83. Turn left on Flying Horse Club Drive.
- At the 1st round-about proceed straight, by taking the 2nd exit. At the 2nd round-about turn right, by taking the first right turn. This will lead you directly to the Classic Homes parking lot.

If you get lost or have questions, please call Mark Fuerstenberger on his cell phone. (719) 491-1291



June Show and Tell Tony's Cement Hoppers



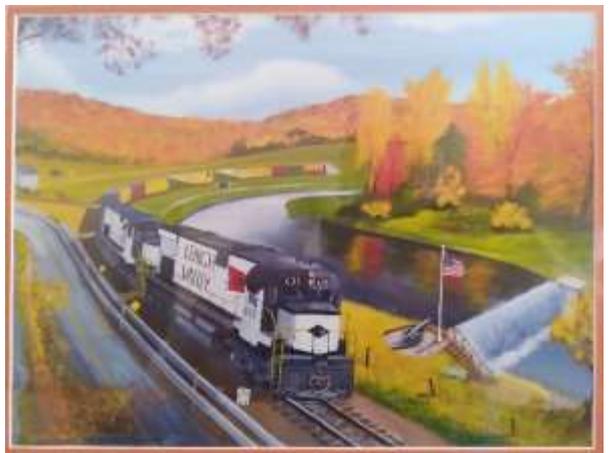


Not related to Fat Tony Salerno.

Railroad Art

Kristin shares an orthopedic surgeon with Debbie McDonald. On a recent visit he mentioned that he had been given a pair of framed original paintings from a local artist and asked if she was interested.

The Lehigh Valley honeymoon express ran through Taughannock Falls. Debbie is getting the other one.

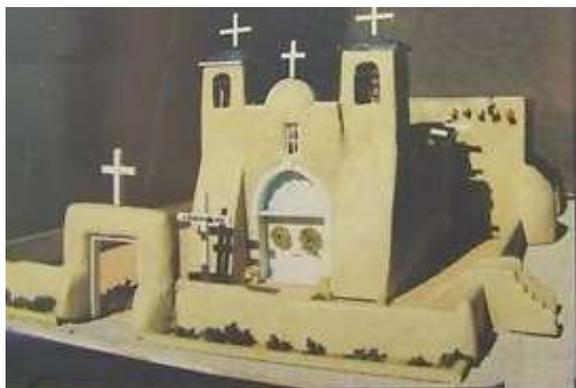


COG Grand Reopening

<https://www.youtube.com/watch?v=RfQUhz0Dmy0>

Getting 3D Religion --- It's a Miracle!

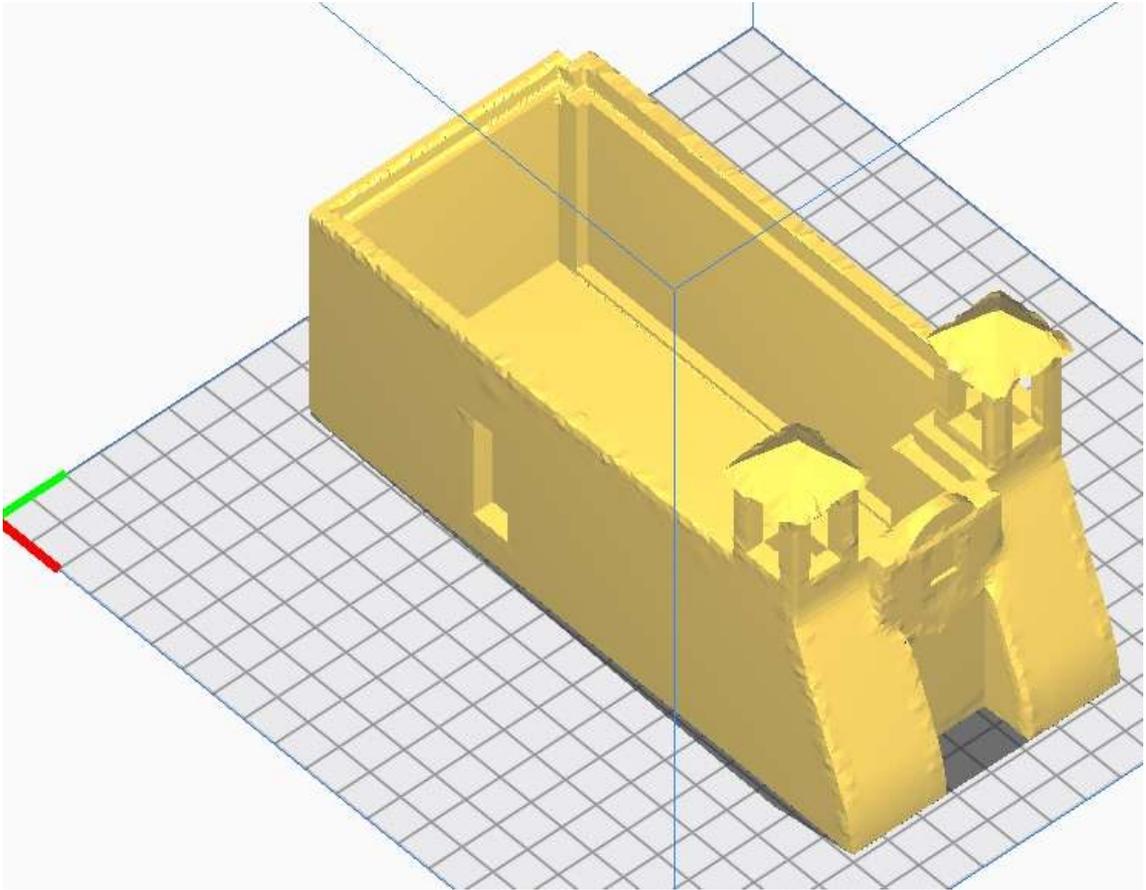
I finally found a "viewer" online that actually converts Sketchup SKP files to STL files for Cura 3D printing. It costs \$15. For comparison, here is the unavailable AMK kit with a door closeup:



With this conversion program I was finally able to load the STL file into Cura.

As mentioned last month, the file was bigger than the printer could handle, so front and back section were separated using Meshmixer. To minimize time and materials, each section was hollowed out with the plan of adding laser cut flat roofs.

Serious Attack of the Uglies



For whatever reason, when the STL file was loaded into Meshmixer for editing, the tower roofs came out extremely ugly. That is not a show stopper. When I made the Castaneda Hotel, its bell tower was my very first 3D project. I'll cut off their pyramidal roofs and add replacements. It will need a new front door too.

STL files are intended to be the final step in the 3D printing process. Using Meshmixer to further edit them is basically cheating. Results and success may vary.

Another option you have for STL is to scale them differently in different dimensions at print time. For example, in the AMK picture you could leave the width of the back section constant but compress the depth to make it fit in the available space.

Lamy New Mexico



Allan Affeldt's Winslow Trust took the Legal Tender Saloon and the Railroad and History Museum there on as two of their historical preservation projects. Here is a picture from the Museum of a layout made by the SF Model Railroad Club. It is open by appointment.



<http://www.eldoradowindyfarm.com/lamy-modelrr.html>

Prior to finding that picture, I came across some photos and postcards about the El Ortiz Hotel which was a Harvey House in Lamy. The version above has the lunchroom on the station side of the hotel.

I started doing some deeper research.



This looks an awful lot like my version of the Suydam station. Following this detour, I found out this was the work of a Master Model Railroader:

Lamy, NM depot - HO - Built by Peter Youngblood MMR- Piedmont Division, SER, NMRA

Front, rear, detail images, exterior "stucco" is fine grit sandpaper. Interior is fully detailed including paver tile floors and lighting. Formerly an AT&SF depot, it's still used by Amtrak today.

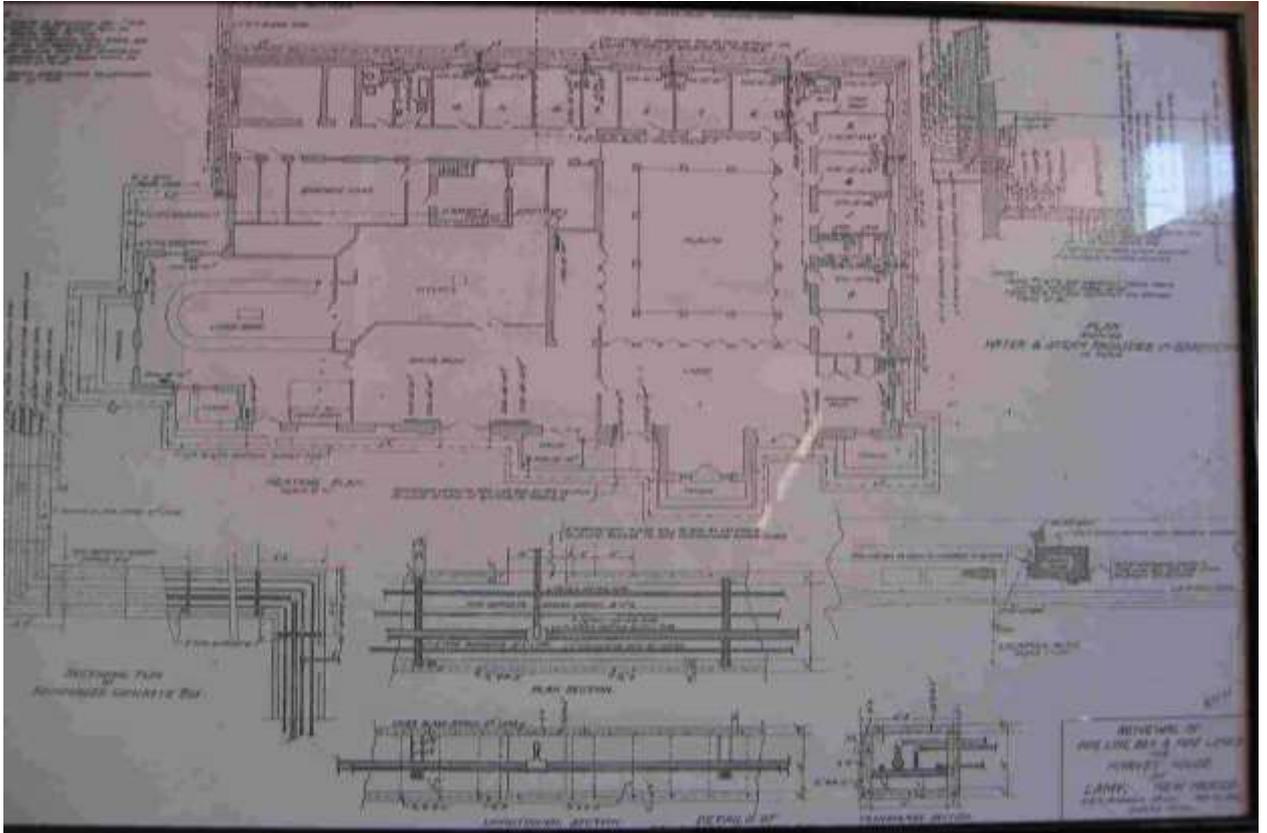


Hotel El Ortiz

The progression is from original drawings to the 3D print:

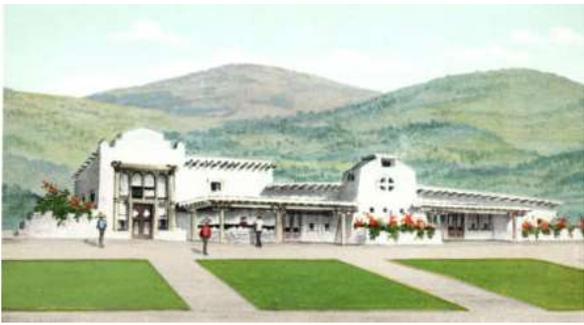
This is where things get incredible with the interior decoration:

<https://www.youtube.com/watch?v=O1EbJRVEKWQ>



You really need to watch the video as it shows the internal scenes of the finished structure.

It is interesting to compare the two versions. In the right picture you can see where the dining room was added.



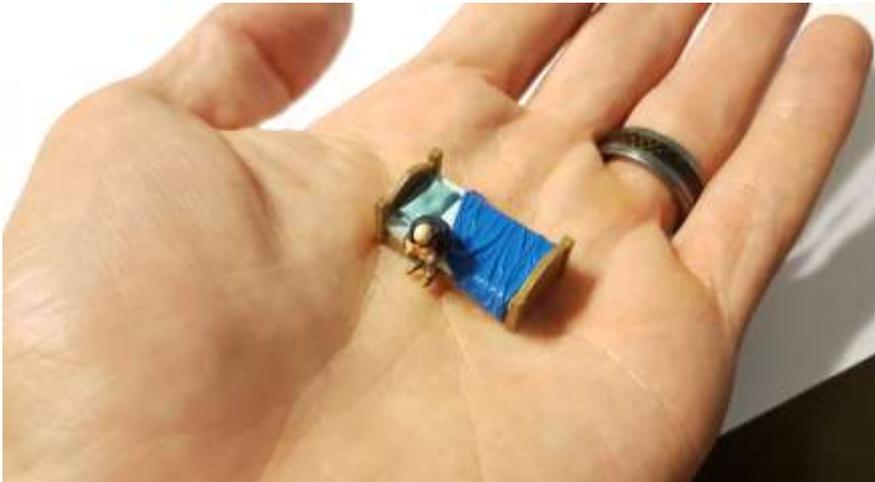
5th Element & 3D Printing

If you saw the 1997 Bruce Willis movie you appreciated how they 3D printed Leeloo from a genetic fragment in her boot:



The only real limitation when using regular FDM 3D printers for building and designing scale models is surface finish, you can often clearly see the layer lines and removing them by using putty and sanding is often more work than its worth..... STEP IN RESIN PRINTING 3D printing has exploded in popularity over the past 5 years and it continues to grow.

This is an example of an incredible level of detail taken from the website:



<https://www.bouldercreekrailroad.com/blog/resin-3d-printing>

To paraphrase Arthur C. Clark, here is further proof that “a sufficiently advanced 3d technology indistinguishable from reality”:

<https://www.youtube.com/watch?v=MYJzMUFeE20>

Congrats to those who Refurbed the Calhan Caboose



Upcoming Division & Local Events

Any events scheduled for 2021 are subject to **cancellation**.

- July 10 & 11: PPNG will be at the Dinosaur Resource Center in Woodland Park, hours are 10am to 4pm.
- August 21, 2021: Como.
- August 21-22, 2021: Westcliffe.
- Sept 11-12: Rail Fair for 2021 at the Union Depot, with the RMR-NMRA convention at the Rowllins Library located nearby.
- Sept 25-26: Rails in the Rockies at Estes Park.

Information on Colorado and neighboring state events is posted on TECOshow.org.

Checkout the Rocky Mountain NMRA Callboard: <https://www.rmr-nmra.org/callboard.htm>



Notes from The Siding

By John Emmot

It's that time again. Time to check on what's happening in my world of railroading. One of the more interesting events is the move of Roy's Trains from Pikes Peak Avenue to the Chapel Hills Mall. After a few false starts with some strip malls, he finally settled on a real mall. It took a 'few days' to put everything in the old store into boxes. It went from magazines and books to built-up model buildings and everything in between. Some things bigger or smaller and more fragile than others. All of the shelving and displays had to go too. When moving day arrived, there were some hired trucks and

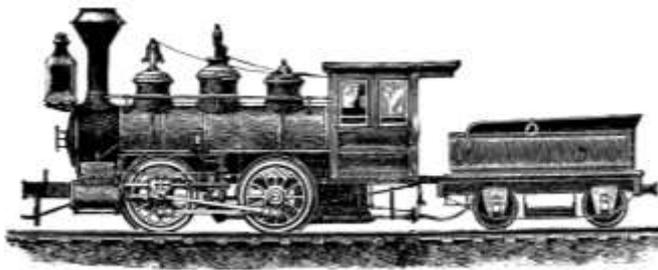
moving men to handle the big stuff, which, as usual, was more than it looked like. A lot also moved in volunteer pickups, vans and SUVs. The good news was that Mall was able to let Roy use the empty upstairs Expo space as a transshipment/staging point. Once the new store was ready, it was a short move just across the hallway to #487. The shelving and displays first and the merchandise next. As of this writing, that part is still in progress. The packing and unpacking crew has been an eclectic group of friends, local railroaders and modelers and some who aren't too sure. Some I had met before and some I had never met. And I probably missed some since I wasn't there every day. There is still work to do, so stop by if you are in the area. And a bit more, Roy now has display windows to fill. He has asked if the Pikes Peak Division is interested in building a small layout in one of them. We can discuss at the meeting this week.

Speaking of the meeting, thanks to Mark Fuerstenberger the PPD will be able to have a live get-together at 2138 Flying Horse Club Drive, Colorado Springs, CO 80921. This is on the far north side of town in the Flying Horse development. I believe Dave will have a map elsewhere in the Milepost. It will be interesting to see if we get more attendees than we get for the Zoom meetings. I'm not sure of the agenda. See Joe's notes for his take. It may take some time to get folks back in the meeting mode. While I'm not positive, I expect that we will try to have a Zoom link setup for those who aren't ready to attend in person. We still don't have any word from the CSPD about when or if we will get back in the Sand Creek Station community room.

On a more personal note, I have made progress on the O scale caboose for the Granby Museum. I hit a snag trying to determine the nature of the car's underframe. Some sources said it was steel I-beams, but this seemed suspect given the time when they were built. Another member of the Denver & Salt Lake Historical Society in Denver was able to go to the Colorado Railroad Museum in Golden. He found some previously unknown ICC data sheets for the Moffat which recorded that they were indeed built on wooden frames and later modified with the I-beams. I can now proceed with confidence to represent the era in question. I have realized another advantage of the laser cutter. I used the laser to cut the window openings in the sides and cupola. If I use a piece of .010" or .015" clear acetate and just cut the window lines, the pieces fit exactly into the openings. That's a whole lot easier than trying to measure and cut tiny rectangles with an Exacto knife. And by the way, a couple of the cupola windows are not rectangles, but trapezoids.



I guess I have run out of time and ideas for this time. Once again I can say that I hope to see everyone 'round the round house. Please come to the meeting if you are able. It is worthwhile to talk trains in person. I don't have a contest category, but bring any new show and tell.



June 2021 Minutes

Secretary, John Emmot

The pre-meeting discussion was focused on Iris growing in Colorado. Ken Rambo was having an open house on Saturday.

The regular monthly meeting was called to order by Superintendent, Joe Costa at 7:06 on a digital ZOOM meeting. All of the officers and several members were present. Eventually, we had 11 Zoom boxes with one unidentified attendee. It was mostly the regulars present.

The minutes of the May Zoom-meeting were approved as published in the Milepost.

Treasurers Report

Tony Pawlicki had provided a digital update on activity in the PPD bank account to the officers prior to the meeting time. The Bank statement showed us with \$0.03 interest. The statement was accepted as submitted. Amber announced that she had \$236.00 from the PPD sales booth at the TECO show. Elizabeth said that TECO was paying \$50.00 to participating groups for the show.

Discussion

There were several instances of discussion during the meeting concerning the status of the Sand Creek Police Station meeting room. The end result was Tony will contact with the scheduling folks to see if they have any information on a reopening. If they do not, Mark Fuerstenberger indicated that he felt it was likely that Classic Homes would allow us to use their meeting room at Flying Horse on the north side of Colorado Springs. He will follow up depending on the response from the CSPD.

Chairman Reports

There were no reports.

New Business

Under new business, a Division picnic was discussed. John reported that Jim Vade Bon Couer had volunteered to host a picnic at his home in September. There was discussion of dates, number of attendees and costs. There was notice of scheduled Train show dates, questions of how many would attend and financial support for the event. Motion made and seconded to contact Jim and make decisions from his input and a Milepost survey.

Old Business

John asked about the status of the PPD banner acquisition. Kristin reported that her son is working on it.

Contest

There was no formal contest.

Program

Kristin related her story of the surgeon who repaired the damage from her fall last winter. He knew that she was a railroad fan and when another of his patients who was an artist gave him a couple of rail paintings, he passed them on to her. (The surgery was also successful.)

Tony showed the final results for several of the recent car upgrades he had shared. He wanted us to know that he did finish what he started.

Joe showed a Nickel Plate hopper that was part of a box of railroad cars he was given. Tony liked it so it will be passed on. There were numerous other old and unusual cars.

Ken drew attention to a Southern Daylight GS-4 poster in his train room. It had belonged to his grandfather and his wife had it framed for him after they found it.

Mike and Elizabeth discussed their recent trip to a train show in Hutchinson, Kansas. Liz related some ideas she had picked up from the organizers.

John discussed the current status of his Moffat parlor car and the progress on creating an O scale model of a 1906 wooden Moffat caboose.

Mike showed the progress on his V&T engine house doors that John had cut for him with the laser.

Charles presented a video tour of his layout and discussed the industries and the buildings he was working on for them.

Meeting adjourned at 8:20.

Upgrading Varney Covered Hopper NKP 99932

Detailing and TECO-Prep

By Tony Pawlicki

Introduction

This article covers the upgrading and detailing of a vintage VARNEY NKP 2-bay covered hopper model.

Triggered by my recent presentations on upgrading a 3-pack of Kato HO scale Nickel Plate 2-bay covered hopper model kits, Kristin Phillips and Joe Costa presented me with a challenge – an ancient VARNEY model of NKP 99932. To restore it to service and prepare it for service on TECO train show layout operations (discussed in an earlier article about TECO-toughening), I made some modifications, as discussed below and shown in the accompanying photos.

References

Official Railway Equipment Register, Jan. 20, 1992 [ORER92]. Relevance: Identifies by owner and reporting mark the series and individual cars in service as of 20 Jan. 1992. Notably:

- NKP reporting marks were still in use under Norfolk Southern (NS) ownership for many types of cars.
- 3-bay, 77 ton covered hoppers NKP 90500-90564 were still in service.
- Not even one of the relevant NKP 2-bay covered hoppers (99xxx series) was still in Norfolk Southern service (at least, not under the NKP road name).

<http://www.alphabetroute.com/nkp/models.php>, titled "Nickel Plate Road Available Models." Relevance: lists models "relatively close to the prototype" with fictional models excluded. Under the heading "Freight cars (HO scale)" the VARNEY model is not listed – presumably long out of production OR considered not relatively close (perhaps due to the coal-car-style bays).

[THE NICKEL PLATE ROAD'S FREIGHT CAR ROSTER IN 1950](#) with an introduction that concludes with the statement "The cars below would all serve into the NKP's merger with the N&W in 1964". Relevance: List of car series and photos of some cars.

- List of car series:
 - 91000-91049, 35' 3", 50 cars
 - 91050-91111, 35' 3", 62 cars
 - 99500-99509, 32' 4", 10 cars
 - 99605-99629, 31' 11", 25 cars
 - 99630-99639, 31' 11", 10 cars
 - 99700-99799, 35' 3", 100 cars
 - 99800-99807, 35' 3", 8 cars
 - 99808-99832, 35' 3", 25 cars
 - 99833-99932, 35' 3", 100 cars (VARNEY model is of last car in the series)
- Prototype photos:
 - NKP 91163 – open-side, roping staples, ACI, Consolidated Stencil (not in any series listed by this source but in series listed by models.php)
 - NKP 99504 – open side, roping staples
 - NKP 99773 – open side, roping staples (same car length as VARNEY model, though different series)

[All-time, All-scale NICKEL PLATE ROAD and Predecessor Railroads MODEL LIST](#), with introduction stating it covers models "either built to closely resemble...or come factory-painted and lettered for NKP..." (hence, not guaranteed to bear any resemblance to the prototype structurally). Relevance: Lists the VARNEY model, calls length 32'.

www.rr-fallenflags.org Relevance: Provides prototype photos:

- NKP 91526 – closed side, no center rib, shaker pads, roping staples, round hatches [March 1966]
Relevance: Shows that some NKP 2-bay covered hoppers had closed sides.
- NKP 99789 – open-side, center rib [July 1963]

www.RailroadPictureArchives.net Relevance: Provides prototype photos:

- NKP 91134 – open-side, center rib, U1, ACI, Consolidated Stencil [June 1980]

Research Findings

This section provides the research findings.

As a quick summary, the research efforts were frustrating, with no photos of the prototype found despite data being found on the production series photos being found of related prototype cars.

For details of what data were obtained from what sources, see section 3 above.

Specific Findings

Per THE NICKEL PLATE ROAD'S FREIGHT CAR ROSTER IN 1950, the NKP 99932 car is the final car in the final series of 4 series of identical-length cars:

- 99700-99799, 35' 3", 100 cars
- 99800-99807, 35' 3", 8 cars
- 99808-99832, 35' 3", 25 cars
- 99833-99932, 35' 3", 100 cars (VARNEY model is of last car in the series)

Per photos on www.rr-fallenflags.org, NKP covered hoppers included both open-side and closed-side designs and designs with and without shaker pads.

Per photo on www.RailroadPictureArchives.net at least one car remained in service as of June 1980 and it had appropriate stencils, et cetera for the time frame (U1 wheel sticker, ACI placard and Consolidated Stencil).

Per the Official Railway Equipment Register, Jan. 20, 1992, while NKP reporting marks were still in use under Norfolk Southern (NS) ownership for many types of cars, not even one of the relevant NKP 2-bay covered hoppers (99xxx series) was still in Norfolk Southern service (at least, not under the NKP road name) as of 20 Jan. 1992.

Per <http://www.alphabetroute.com/nkp/models.php>, covering available models, under the heading "Freight cars (HO scale)" the VARNEY model is not listed – presumably long out of production OR considered not relatively close (perhaps due to the coal-car-style bays).

Conclusions

The NKP 99932 car lies within the four adjacent series of identical-length (and plausibly structurally identical) cars, 99700-99932.

It is plausible that between 1980 and 1992 any remaining cars in the series covering the NKP 99932 car could have been sold off to a third party for use in captive cement train service. Such cars would have carried stencils, et cetera, appropriate for the post-1978, pre-1992-time frame (i.e., U1 wheel sticker, ACI placard and Consolidated Stencil).

We have as yet identified no photo or other data that determine, for car NKP 99932:

- What the structure (notably, open-sided vs. closed-side) was;
- What the paint scheme was;
- What the placement of U1 wheel sticker, ACI placard and Consolidated Stencil was.

However, related car 99789 (same length, different series) has open side, center rib.

OVERALL CONCLUSION: It is plausible that the NKP 99932 car:

- Was closed-side.
- Bore appropriate post-1978 stencils, et cetera.
- Entered captive cement train service between 1980 and 1992.

Thus, the model is appropriate (once U1 wheel stickers, ACI placards and Consolidated Stencils are added) for captive (i.e., non-interchange) cement train service on a 1977-to-present layout such as mine.

Modification Descriptions

This section provides descriptions of the upgrade and detail modifications.

There were four drivers for the modifications:

- Restoring overall functionality.
- Making the car "TECO-tough" per the article "TECO-Tough Freight Cars" in the July 2020 Pikes Peak Divisions (PPD)-NMRA.
- Making the car suitable for use in captive (i.e., non-interchange) freight service on a 1977-to-present layout.
- Adding certain particularly noticeable detail refinements.

Restoring Functionality

As-Received Status



The as-received model had the following features:

- Coal-car style hopper outlet gates, not the modern flat-bottom style (with a build date of August 1944, this could be a remnant of the original approach of just throwing a cover on an existing covered hopper or existing covered hopper design)
- Greatly underweight.
- Closed side, center rib.
- Cast metal underframe:
 - Positive: Provides some weight lower down.
 - Negative: Has casting sprue/pin remains at corners.
 - Negative: Casting flash not removed from B-end floor brake gear mounting holes.
- Couplers:
 - Good news: Kadee #5, excellent.
 - Bad news: Sloppy vertical fit.
 - Bad news: Not burnished.



Its VARNEY

- Roof not glued on. This had some advantages:
 - VARNEY manufacturer logo visible. (Photo Its VARNEY)
 - Easy access for adding weight

- No roof grab irons (not even molded-on).
- Trucks: Sprung metal 70-ton friction bearing trucks, plastic wheelsets. This was a mixed bag: Excellent truck (much like Kadee sprung metal 70-ton trucks), but junk wheelsets (plastic wheels on metal axles).
- Truck mounting screws: Too short, sheet-metal type.
- Truck pivot plate: Broken off on B-end (but loose piece was included in as-received model).
- Brake wheel: Missing.
- Air reservoir: Missing.
- Triple valve: Missing.
- Brake cylinder: Missing.
- Ladders: Missing.
- Stirrup steps: Missing.
- Roping staples: Missing.
- End grab irons: Missing.
- Uncoupling levers and brackets: Missing.
- End numbers: Present.

Fixes

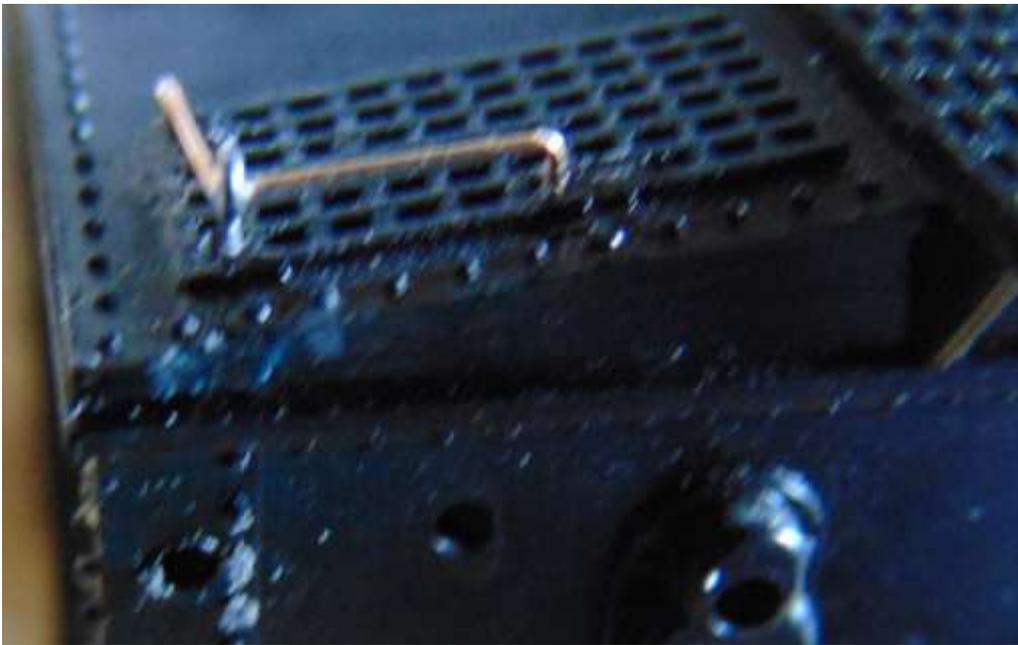
The following fixes were made:

- Added internal weight (using old wheel weights found on Woodland Park roads, installed in hopper bays to keep weight low).
- Cast metal underframe:
- Removed casting sprue/pin remains at corners. (Photo Couplers)



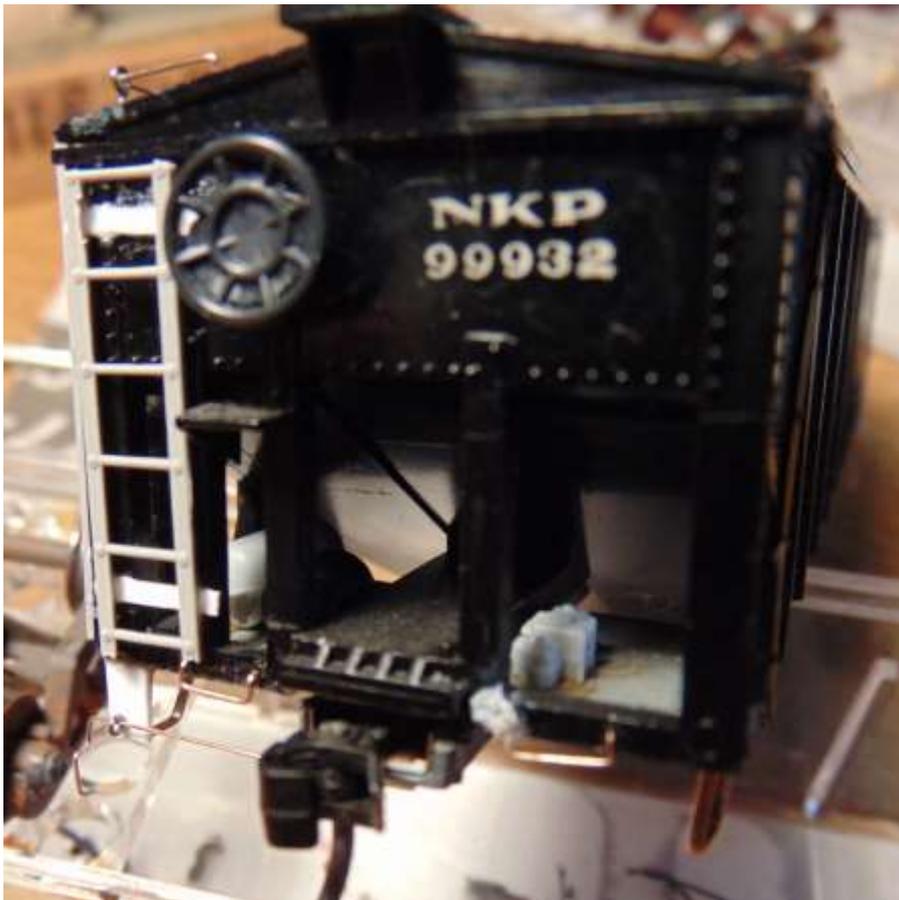
Couplers

- Removed casting flash from B-end floor brake gear mounting holes (#52 drill (0.044")).
- Trimmed sides to allow addition of 10 mil styrene side sill shims for tight fit and to thicken side sills to allow drilling vertical holes for stirrup steps and roping staples.
- Couplers:
 - Coupler height check and shimming coupler pockets as needed.
 - Burnished the couplers. (Photo Couplers)



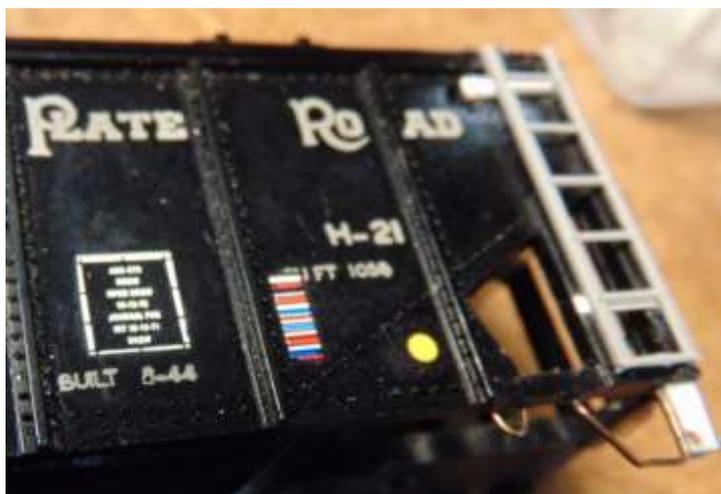
Top Corner Grab

- Roof: Glued on after glue for internal weights dried. (Photo Top Corner Grab)
- No roof grab irons. Added roof corner grab irons. (Photo Top Corner Grab)
- Trucks: Replaced junk plastic wheelsets with weathered Kadee 70-ton metal wheelsets.
- Truck mounting screws: Drilled and tapped for longer 2-56 machine screws.
- Truck pivot plate: Glued on at B-end pivot. (Photo Couplers)



B-End After

- Brake wheel: Added. (Photo B-End After)
- Air reservoir: Added.
- Triple valve: Added.
- Brake cylinder: Added.



Right Side Ladder



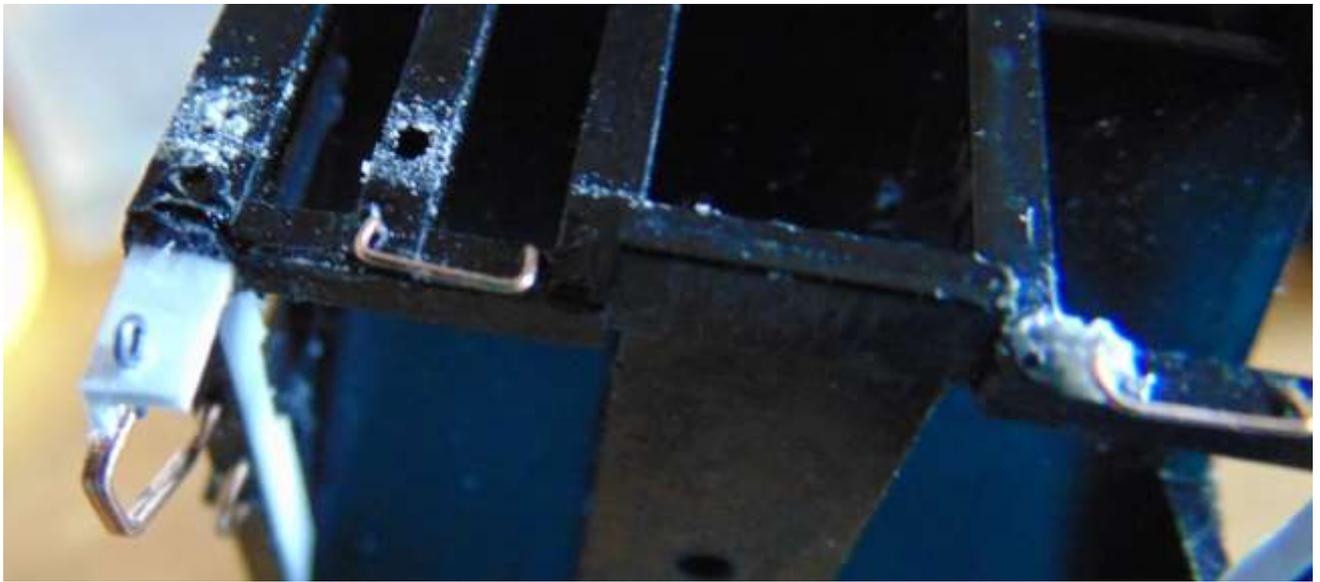
Left Side Ladder

- Ladders: Added. (Photos Right Side Ladder and Left Side Ladder)



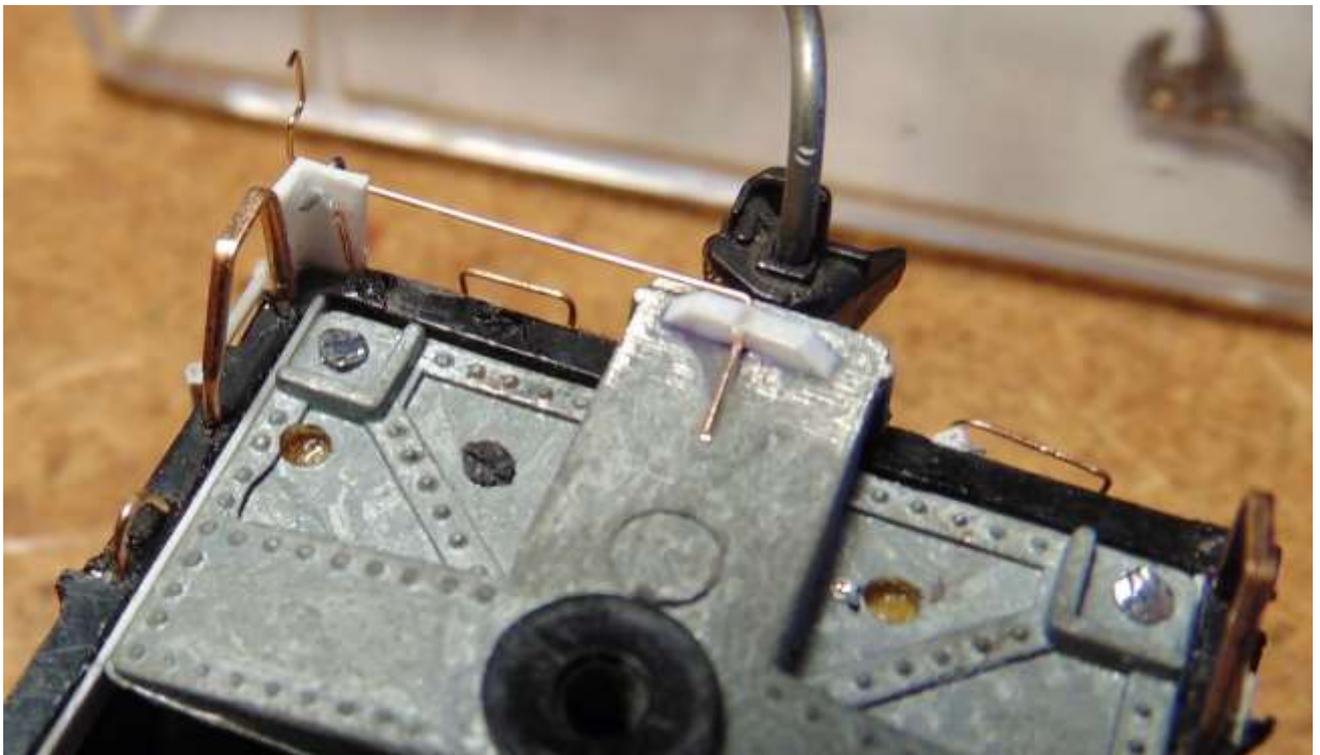
Side Sill Shim

- Stirrup steps: Added. (Photo Side Sill Shim)
- Roping staples: Added. (Photo Side Sill Shim)



End Sill Grabs

- End sill drop grab irons: Added. (Photos End Sill Grabs and Side Sill Shim)



B-End Cut Lever

- Uncoupling levers and brackets: Added brackets. (Photos End Sill Grabs and Side Sill Shim) Added levers. ((Photo B-End After and B-End Cut Lever)
- Touch-up paint. TBD
- Dullcote finish to cover decals and prepare for weathering. TBD

TECO-Toughening

Note that much of the TECO-toughening is not visible to the casual railfan. The benefit is to the owner (in reduced damage to the models) and the layout operators (reduced derailments, fewer break in-two (“Hey mister engineer, your train just broke in half!”) embarrassment incidents and other more “interesting” disasters such as snagging a grade crossing timber with a coupler trip pin). The value to the railfan is in seeing smooth operation (though some prefer the disasters, naturally).

The TECO-toughening involved:

- Couplers: Reworking the coupler area:
 - Shimming coupler box with sheet styrene to eliminate excess vertical play.
 - Adjusting coupler height to match the Kadee coupler height gauge.
 - Adjusting coupler trip pin height to clear the Kadee coupler height gauge's trip pin height check level.
- Trucks and Wheelsets: Reworking the trucks and wheelsets:
 - Replacing the self-tapping truck mount screws with drilled and tapped 2-56 machine screws.
 - Replacing the wheelsets: Replaced plastic with Kadee metal wheelsets.
- Cut Levers: Installing TECO-tough cut levers (uncoupling levers) (the original model lacked cut levers):
 - Installing, to the bottoms of each coupler pocket, 40-mil square styrene with a 20-mil hole to receive the coupler end of the cut lever. (Photo Couplers)
 - Installing a rectangular stirrup step brace, integral with cut lever pivot bracket (styrene angle stock). (Photo End Sill Grabs)
 - Installing to the rectangular stirrup step brace a formed wire eye bolt to provide the cut lever pivot. (Photo End Sill Grabs)
- Installing a formed bronze wire cut lever. (Photo B-End Cut Lever)
- Weight: Adding weight to otherwise greatly underweight cars (scrap wheel weights added to bottoms of the hopper bays) to make car weight a little heavier than NMRA recommendation (to promote reliable tracking at inter-module joints).

Adapting to Captive Cement Train Service

This just involved:

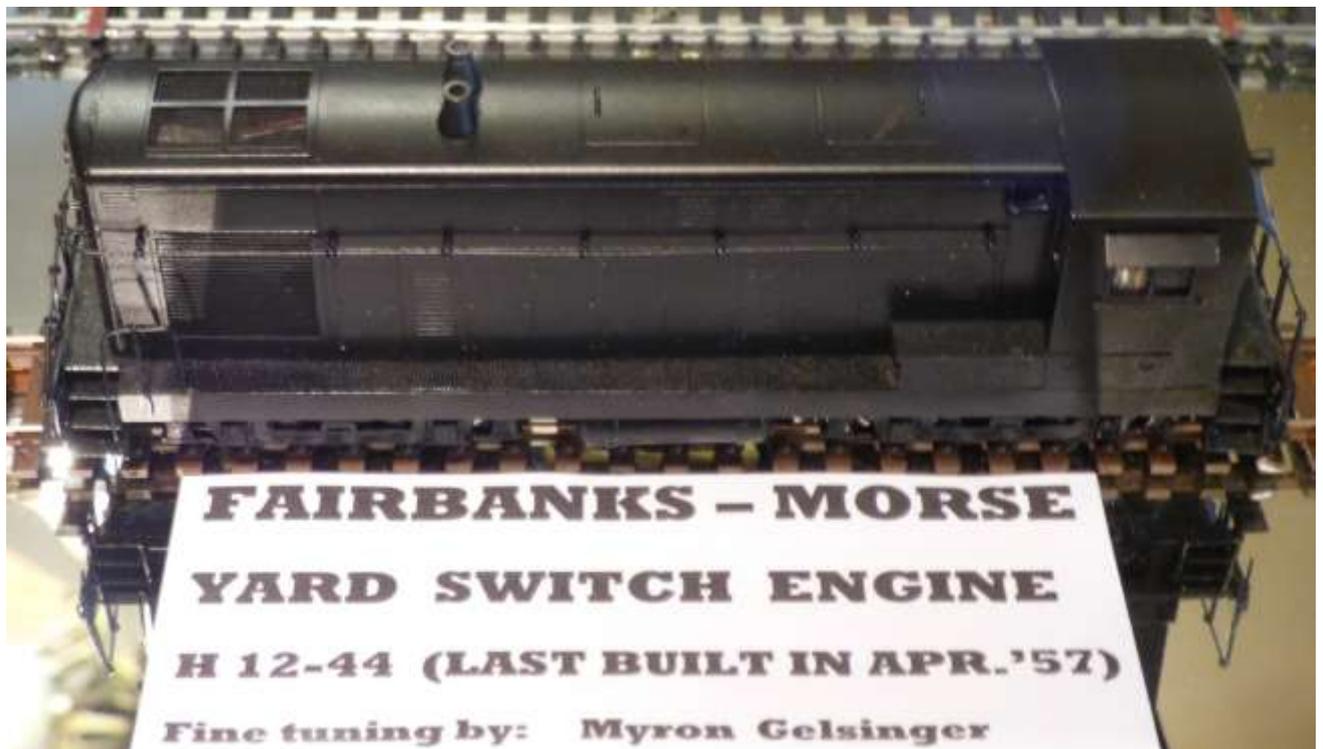
- Applying era-correct U1 wheel stickers, ACI placards and Consolidated Stencils. (Photo Right Side Ladder)
- Weathering to reflect extended use in cement train service. (Photo TBD). TBD

Note: In captive service, the friction-bearing trucks are acceptable and do not need upgrading to roller-bearing trucks, despite the 1980-1992 era.

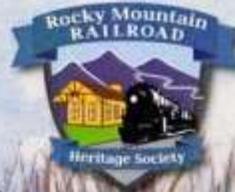
A Recovered Baldwin H12-44

By Wade Mountz

Grateful thank you to Myron Gelsinger, a longtime part of our division's modular group. Myron took the most cantankerous and obstinate yard engine I have ever owned and turned it into a very smooth-running Baldwin H12-44. Had Myron not volunteered to work on it for me it would have ended up in my circular file a long time back. This particular engine, built back in 1973, may be as old as some of our members; but may run a little better. Many thanks to you Myron.







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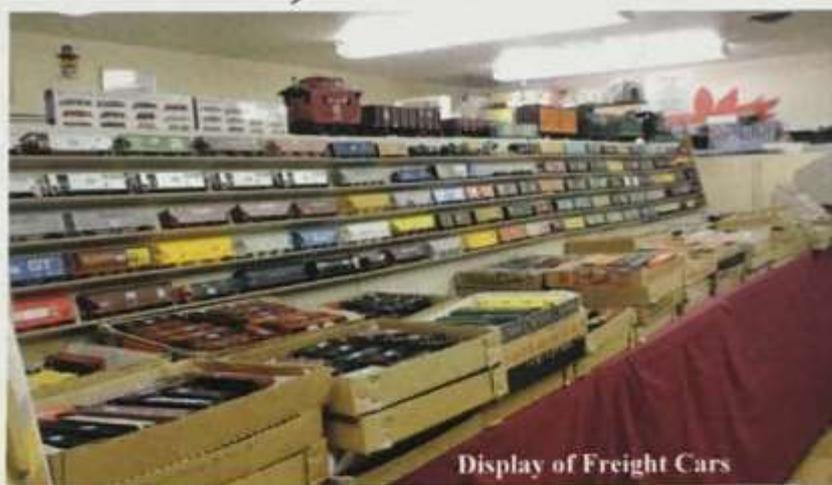
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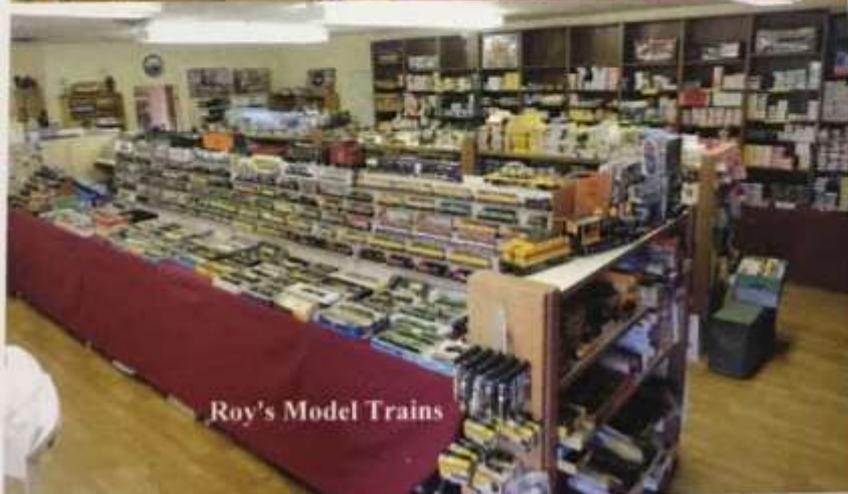
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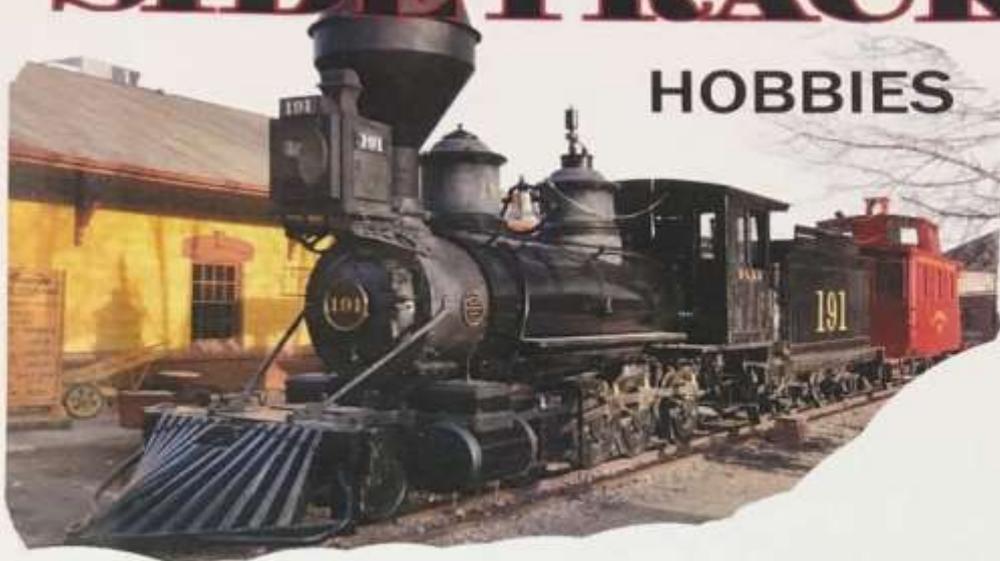
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