



The

# *Milepost*

Volume 45, Number 3 – March 2025

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



**NEXT MEETING:**

Friday, March 14<sup>th</sup>, 2025, 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 10<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Show & Tell Program: The Royal Gorge by Postcard

### **February 14<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: MOW Program: Travelogue

### **March 14<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: East Broad Top

### **April 11<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Virginia & Truckee, Ore Movement

### **May 9<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Offline Bldg Program: Colorado's Biggest Rail Preservation Tragedy

### **June 13<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Layout Update

### **July 11<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Tourist Train Tour

### **August 8<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Diorama Program: Colorado Live Steamers

### **September 12<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Photos Proto Program: The McKeen Motor Car

### **October 10<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Photo Model Program: More Microcontrollers

### **November 14<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting

Contest: Loco Steam/Diesel Program: Vintage HO, Athearn

### **December 12<sup>th</sup>, 2025 (Friday)**

NMRA-PPD monthly meeting.

Program: Christmas Party!



*The Milepost*, Volume 45, Number 3, March 2025, 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. Unless otherwise noted, all content in this journal is copyrighted to its respective owner. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etc., without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address [dave@bristow-family.org](mailto:dave@bristow-family.org). Thank you.

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## Next Meeting on Friday, March 14

Our meeting will be 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 occasionally check the Rocky Mountain Region website for the latest events and happenings, as well as the current Callboard:

<https://www.rmr-nmra.org/callboard.htm>

## 2025 Schedule

- March Jack Sousa – East Broad Top
- April Mike Maline – Virginia & Truckee, Ore Movement
- May Ryan Kricker – Colorado's Biggest Rail Preservation Tragedy
- June Charles Marchbanks – Layout Update
- July David Solly – Tourist Train Tour
- August Chris Thistlewaite – Colorado Live Steamers
- September Elizabeth Maline – The McKeen Motor Car
- October David Bristow – More Microcontrollers
- November Ken Rambo – Vintage HO, Athearn
- December Christmas Party!

## Editor's Thoughts

**William "Bill" Henry Lugg, Jr.<sup>1</sup>**

**June 27th, 1928 - February 3rd, 2025**

The model railroading community, especially here at PPD, is deeply saddened by Bill Henry Lugg Jr.'s passing. At just 96, we've lost a dear friend, a guiding mentor, and a truly passionate enthusiast.

Bill's contributions to PPD were invaluable. His knowledge and infectious love for the hobby were gifts freely shared. His generosity, seen in the models donated for prizes, will continue to bring joy in the months ahead.

More than his expertise, Bill's spirit truly touched us. He fostered a welcoming community, building friendships and sharing the joy of model railroading with everyone. His legacy is the memories of our shared admiration for intricate details and the bonds formed over our shared passion.

Bill's passion for trains began early, receiving his first toy train at four, and continued throughout his life. Retirement was undoubtedly not idle time for Bill. He was a life member of the National Model Railroad Association (NMRA) and highly active in the Railway & Locomotive Historical Society. He and his wife regularly traveled to Carson City, NV, for the annual Virginia & Truckee Railroad History Conference, and almost yearly visited Ely, NV, to tour the Nevada Northern Railway. He was an avid rail fan and model railroader throughout his life.

Bill's absence leaves a void, but his spirit will live on in the running of our locomotives, the crafted landscapes, and the warmth of our gatherings. He'll continue to inspire us, reminding us of the power of dedication and the magic of our miniature world.

Rest peacefully, Bill. Though your journey has ended, the echoes of your laughter and the warmth of your spirit will forever remain with us.

## National Model Railroad Association

The National Model Railroad Association (NMRA) is celebrating its 90th anniversary this year. It is a significant organization in the world of model railroading.

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<sup>1</sup> See Bill's complete [obituary](#)

The NMRA is a non-profit organization dedicated to promoting and supporting the hobby of model railroading. It serves as a central hub for model railroaders of all skill levels and interests. The NMRA establishes standards for model railroad equipment and practices and provides educational resources, networking opportunities, and events for its members.

The NMRA was founded in 1935 to address the need for standardization in model railroading. In the early days of the hobby, track gauges, equipment sizes, and electrical systems were inconsistent. The NMRA aimed to create standards allowing model railroaders to use equipment compatible with different manufacturers. The organization also sought to promote the hobby, provide educational resources, and foster a sense of community.

The NMRA's standards are essential for ensuring compatibility between model railroad equipment. This is particularly important as the hobby evolves with digital control systems and other technological advancements.

The NMRA provides many educational resources, including publications, videos, and clinics. These resources help model railroaders learn new skills and improve their techniques.

The NMRA fosters a strong sense of community through its divisions in local regions and national conventions. This allows model railroaders to connect with others who share their passion.

Digital Command Control (DCC): The NMRA has played a crucial role in developing and adopting DCC, a digital system for controlling model trains.

The NMRA promotes the hobby of model railroading to a broader audience, helping to ensure its continued growth and vitality.

The NMRA has programs aimed at bringing in younger generations into the hobby.

The NMRA remains a vital organization for model railroaders, providing essential standards, educational resources, and a supportive community. It helps to ensure that the hobby remains accessible, enjoyable, and relevant in the 21st century.

David

## **Keepin' it on the Tracks**

**By Mark Fuerstenberger**

**Calhan Depot work day – March 22<sup>nd</sup>**

For anyone who has not been able to attend a Calhan Depot workday, this is the one you don't want to miss. Not only are there plenty of projects to help with, but at this workday session they will be giving railroad "speeder" operating lessons. Come on out to help preserve a piece of history as well as learn how to operate a "speeder".

### **2025 Rocky Mountain Region Convention – May 15<sup>th</sup> thru 18<sup>th</sup>, Durango, CO**

The 2025 Rocky Mountain Regional Convention is coming up in mid-May. The convention will be held from Thursday through Sunday and include excursions on the Galloping Goose, The Durango & Silverton Narrow Gauge Railroad, tours of the D&SNGRR yards, tours of the SoundTraxx facility, plus local layout tours, clinics, and judged contests. Because of limited excursion seating, early registration is highly encouraged. In fact, registration will close on March 15, so get registered if you'd like to attend.

The website below will take you directly to the registration form.

<https://geoffreykcarter.regfox.com/rocky-mountain-region-nmra-2025-convention>

### **Sherman Hill Train Show – June 28<sup>th</sup> & 29<sup>th</sup>, Cheyenne, WY**

The show is being held at the Event Center – 3801 Archer Parkway, Cheyenne, WY



Show hours: Saturday 9 am-5 pm and Sunday 10 am-3 pm

## Mark your calendars – 90<sup>th</sup> NMRA National Convention – July 14<sup>th</sup> thru 19<sup>th</sup> , Novi, MI

STATION No. VI - the 90th NMRA National Convention, which is set to take place on July 14-19, 2025 in Novi, Michigan, USA. See the ad below for more details and website to register.

### Rocky Mountain Region Website

Be sure to periodically check out the Rocky Mountain Region website for the latest events and information. <https://www.rmr-nmra.org/>

**NATIONAL MODEL RAILROAD ASSOCIATION  
2025 National Convention**

**STATION No. VI**

Hosted by:  
**the NORTH CENTRAL REGION**





**July 14-19, 2025**

Open to ALL model railroaders! You do not have to be an NMRA member to attend! **REGISTRATION IS OPEN!!**

Our location – Sheraton Detroit-Novi, MI  
A suburban location with FREE parking!

**CONVENTION GOALS and HIGHLIGHTS -**  
Our main objectives are to provide events of value, items attendees will see as worth their money, all at the lowest possible cost. \*\* We will honor the traditions of past conventions but at lower cost and with greater flexibility. \*\* This convention will be shorter, starting at 1 PM on Monday and continuing through Saturday afternoon with a banquet Saturday evening. \*\* Note that registration includes all layout visits and operating sessions, and all activities at the hotel except Modeling with the Masters, and admittance to the National Train Show. \*\* We will support all the traditional activities of the SIG's. \*\* The National Contest will be fully supported. The contest will be in a prominent room and will be run by the National Contest team. There will be space for model displays, modular layouts and other functions. Those putting their models on display will have the option of entering the People's Choice Contest. \*\* We will have several prototype tours which may include a Ford plant tour and a cruise on the Detroit River with an emphasis on the industrial aspects of the waterfront. \*\* We expect to have at least 90 clinics. The clinics will be varied, and each will be given twice. \*\* We expect to have at least 60 layouts open for visit. Most layouts will be at least 900 sq. ft. in size running to over 3,000 sq. ft. in one or more cases. All layout visits and op sessions will be self-guided so you may take your time.

**<https://nmra2025.com/>**



# Drawing Prizes Preview

By Tony Pawlicki

“Teaser” preview of some prizes available at the drawing during intermission at the March 2025 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free. You are encouraged to bring/donate surprise items! The more the merrier! (ALERT: We have exhausted ALL the donations from Wade, Alan, and Mr. Lugg. We need more donations in the long run, so cast a critical eye on your cars, structures, and catch-all drawers for orphans that you might finally decide to disown.)**

(SOME OF) THE MARCH MEETING OFFERINGS (feel free to contribute more at the meeting; some more of Wade’s freebies will also be available, free to good homes):

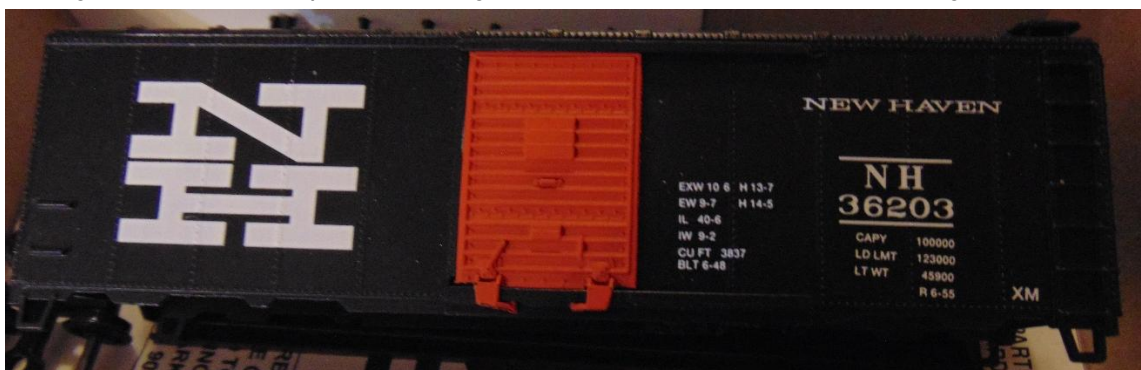
GATX 69261. HO-scale 50-foot TANK TRAIN tank car. Roundhouse (Model Die Casting) model, assembled, super detailed. Gift of Tony Pawlicki (after casting a critical eye upon it, it was clear there is no logical destination for it on my industrial short line layout – no trains just “passing through,” so that excuse doesn’t work).

- End numbers.
- Consolidated Stencils.
- Kadee shelf-type couplers.
- Cut levers and brackets added.
- Weathered trucks and Kadee wheelsets.
- Formed wire grab irons.



NH 36203. HO scale 40-foot, 50-ton, single sliding door boxcar. Cooper & Oshtemo Loco Works kit (like Bev-Bel, this was an outfit that applied custom paint jobs to Athearn excess production; this even comes in an old Athearn Blue Box with a Cooper & Oshtemo label pasted over the end). Gift of Alan Hutchins.

- End numbers.
- Roof walk (June 1948 build date).
- Horn-hook couplers, plastic wheels
- No modern markings (ACI, Consolidated Stencil, U1 wheel sticker, safety reflectors).
- Straightened out the warped floor using Walthers’ Goo® to fasten the steel weight.





GCLX 5200. HO scale 40-foot wood-sided ventilator/iced refrigerator car. "Billboard" private owner reefer for Glaser Crandell Company food products (pickles, preserves, mustard sauces). July 1933 date (unclear whether this was the build or overhaul date). Branchline model mostly assembled kit—gift of Alan Hutchins.

- Roof walk.
- Kadee #5 couplers.
- Plastic wheelsets.
- Reattached steel floor weight with Walthers' Goo ® (had been originally attached with an adhesive that became brittle and allowed the weight to pop off; free advertising for Goo; recall the time a major model railroading magazine ran an article on adhesives that disrespected Goo, only for the next month to see a run on Goo at hobby shops).



## February Wavy Rails

By Joe Costa

I just went through the process since PPLD has upgraded its equipment and software, and my "badges" have long expired.

It is hard to believe it has been ten years since I first got "badged" at the PPLD Makerspace. I got successfully rebadged. You had to get ALL questions on the online test correct --- it took me several attempts,



### Laser Engraving and Cutting at Pikes Peak Library District

Makerspaces at PPLD provide the community with access to laser engraving and cutting technology at 3 libraries: East Library, Library 21c, and Sand Creek Library.

Access to our makerspaces occurs during location-specific Open Hours, which are designated times the rooms are open for patrons to come in and use the machines. Staff is present to "check out" machines, answer questions, and assist patrons.

Using the lasers in our spaces requires a "badge." Please visit the [Badging](#) tab on the left of the screen for information on how to complete the badging process.

An Epilog Laser Helix 75 Watt is available at Library 21c, and an Epilog Laser Zing 60 Watt is available at both East Library and Sand Creek Library.



I'm Not Worthy!

Archimedes said, "Give me a place to stand, and I will move the world." Makerspaces must have been what he had in mind.

Regarding technologies like 3D or LASER printing, you can be self-taught and buy (and maintain) your equipment or take advantage of what is provided by PPLD Maker Spaces.

The power supply on my laser “zapped out,” so I just replaced it. I also must dust the cobwebs off my 3D printer.

### Cool Stuff Out There



The building on the left was initially designed as a Dice Tower. However, the folks who made it did the “model” version, which I bought. It looks like something out of a Ghost Buster movie.

The building on the right is a Dice Tower that I am “redeeming.”

### Project Frankenstein 3D!

We are looking at taking the lower part of the tower right into the ground-level courtyard and the upper on top of the dice tower. The “experiment” would be done on a rescaled print of the bell tower. The ability to rescale or crop a print is a key element of 3D printing. The two “cavities” I am trying to fill are 2 1.4” on the sides. The top cavity is an inch deep.

And, no, that is not Kristin, me and my son:

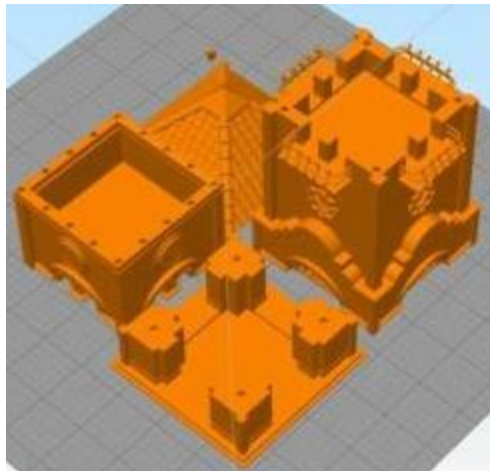




## Dice Tower with Placeholder Wooden Blocks & “Donor” Tower



### Downloaded 3D Files



This ornate, downloadable bell tower file can be downloaded from the internet (Etsy) for under \$5.

- If you are “badged” at the PPLD Maker Space, you can have it printed out on one of their 3D printers for a nominal cost or use your own. 3D printing is generally slow. You do not have to be present for the entire print. You may not use your filament.
- Typically, these files come out as kits to streamline printing.
- The two center pieces will be used twice — each one took an hour to print.
- “Low cost” consumer 3D printers run from \$300 to \$500.
- The piece with the arches is cut in half above the arches.

## Spliced Upper & Lower Towers



The 3D-printed short tower above will go in the spot where the wooden cube is.

Next, the taller tower below will be placed in the location occupied by the birdhouse. The bases will be barely visible, if at all.

The bases used in both towers will be invisible. The bell tower will be several inches taller than the stand-in birdhouse.

Building a 3D print is like building a suspension bridge—it must be stable throughout the construction process.

The orange pieces shown previously are what the 3D printing software displays of the model you are going to print out.

A 3D printer is “happier” when the model you send to it has no overhangs.

3D prints are very slow compared to LASERS and can take several hours to complete. You are expected to be in the maker space for the start of the process, and the crew will watch it until the end or help you split up the model into multiple smaller runs.

The four components have been separated, and the roof piece will be printed out twice. Each piece must be printed out separately so that most will take an hour,

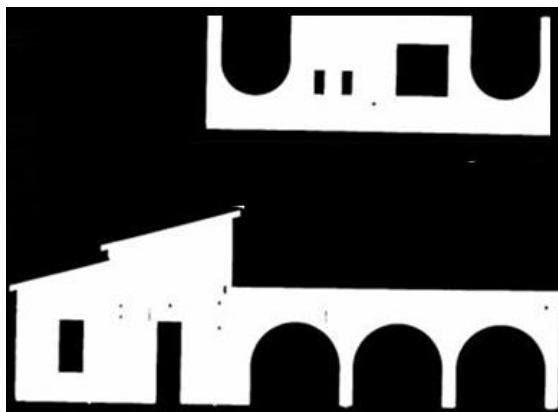
Power to the LASER - Heljan Station Mod – Work in Progress

The replacement power supply has been installed, and the Orion is again functional. Its first project is the modification of a Heljan Train station.

The model I bought looks like this.



I also bought a kit that includes these two walls and two boring walls not shown:



After scanning them, I will add more arches and send the new images to the LASER.

### **Artist's Conception of Revised Station**

After assembling the kit with the modified walls and some reworked internal walls.

The new station will look like the image below:



The other two walls have no arches and will probably not be modified.

## **200-Ton Crane Plus Boom Tender Gondola**

**By Tony Pawlicki**

This model combines Illinois Industrial Railroad (IIR) 490904, a former Pennsylvania Railroad 200-ton crane, with IIR MW2, a maintenance-of-way gondola pressed into service as the crane's boom tender. Photos Crane1.JPG and Crane2.JPG go here.

### **The 200-ton ex-PRR Crane**

**Manufacturer:** The prototype manufacturer is unknown (favorite photo Websites turned up nothing).

**Model Brand:** Athearn

**Model:** Illinois Industrial Railroad (fictitious local joint-ownership switching operation of BN and ATSF, later a BNSF subsidiary) IIR 490904, an ex-Pennsylvania Railroad 200-ton crane.

**Date Built:** The model was an Athearn "Blue Box" model, the date of which is unknown other than preceding the discontinuation of "Blue Box" packaging.

**History About Obtaining The Car:** A fully assembled model, complete with Kadee #5 couplers, was purchased at the Fall 2024 TECO show in Colorado Springs. It's a real bargain at \$15. (So emphatically ready-to-run, it was immediately pressed into service in the MOW train running on the Division layout at the show and functioned perfectly.)



## Post-acquisition Modifications

- Boxed-in the space under the central outrigger structure. (Stored outriggers are not modeled, but having a void is unrealistic and would be distractingly visible in layout use.)
- Replaced wheelsets with weathered 36" Kadee wheelsets.
- Weathered the 3-axle Buckeye trucks.
- Side modifications:
  - I added the IIR road name above and retained the ex-PRR road number. (This is all on the cheap for this marginal urban Illinois operation, so PRR herald and road number were left as-is. The road number did not conflict with the few IIR-specific cars.)
  - Added commercial decal Scotchlite vertical yellow reflector stripes (reflecting service after the mid-1990s).
  - Consolidated Stencils (commercial decals, one on each side) were added.
  - (Note: No ACI labels, thus representing post-1978 service.)
  - (Note: No AEI transponders are needed in captive local service.)

## The Boom Tender Gondola

**Manufacturer:** Prototype manufacturer unknown.

**Model Brand:** TYCO

**Model:** Illinois Industrial Railroad IIR MW2 maintenance of way gondola, originally standalone but when the crane was later acquired, pressed into service as a boom tender for the crane (original model just a plain gondola, road name forgotten)

**Date Built:** The model was sold ready-to-run in late 1972 as part of a cheap starter set.

**History About Obtaining The Car:** In late 1972, when I started HO-scale model railroading, this was part of my HO-scale cheap starter train set (for example, cheap, truck-mounted horn-hook couplers were used). It was bought at a hobby shop in a southwestern suburb of Chicago. After my tastes grew more "sophisticated," but my budget did not keep pace, it was used as a test bed for learning how to modify plastic freight cars, with further modifications now and then over the years.

## Post-acquisition Modifications

- A small crane and various maintenance of way supplies were added to represent MOW service. Repainted dirty brown.
- Side modifications:
  - Added angle iron reinforcements (styrene) to top chords.
  - Replaced cast-on stirrup steps with A-Line brass commercial steps.
  - Replaced cast-on grab irons at left sides with formed brass wire.
  - Added MOW lettering and IIR road number.
  - Added commercial decal Scotchlite yellow reflector stripes (reflecting service after the mid-1990s).
  - Consolidated Stencils (commercial decals, one on each side) were added.
  - (Note: No ACI labels, thus representing post-1978 service.)
  - (Note: No AEI transponders are needed in captive local service.)
  - Added U1 wheel stickers (commercial decals, one on each side). (This is all cheap for this marginal urban Illinois operation, so no one bothered to paint over the U1 applied in 1978, which is irrelevant after 1978.)
- End modifications:
  - Added formed wire uncoupling levers, wire eyebolt outside pivot brackets, and styrene strip under-the-coupler-pocket brackets (each end).
  - Added commercial Kadee #5 couplers in Kadee coupler pockets.
- Other miscellaneous modifications:
  - Removed truck-mounted horn-hook couplers and pockets from stock trucks.
  - Weathered trucks.

- Added and weathered commercial Kadee 33" wheelsets (ribbed-back, simulating effects of minimal maintenance over long but low-mileage service life of intermittent local use).



## [A little history about the D&RG "Chili Line"](#)

**By: Mark Fuerstenberger**

At the end of January, Amber and I took a trip down to Albuquerque, NM, to visit her stepmom, but this time we took a little time to stop off in Santa Fe, NM, and check out the railroad history there. We came across the old D&RG depot, which reminded me that the "Chili Line" once ran to Santa Fe. Being interested in history, I read and found some fun information to share this month. Below is a picture of the depot as it exists today.



In 1879, the Denver & Rio Grande (D&RG) wanted to continue its southern expansion. The original goal was to proceed south through Santa Fe, Albuquerque, and clear on down to El Paso, TX. The first step was heading south from Alamosa to Antonito, and the first 29-mile section of track was laid in early 1880. As the D&RG continued towards Santa Fe, the Atchison Topeka & Santa Fe Railroad (ATSF) heard about this activity and worried about their rail traffic being threatened. At the

same time, news had traveled about the silver mining that was going on in Leadville, CO, and the ATSF decided to go after it. Now, both the D&RG and the ATSF were building tracks from Pueblo and Canon City towards the Royal Gorge and ultimately fighting with each other the whole way. As an example of the fighting, ATSF employees and track crews would be laying tracks in the canyon, and rockslides would be caused to prevent them from working. The D&RG would even jump ahead of the ATSF and build stone forts in their way. With all this fighting, something had to be done.

Both railroads filed cases against the other to establish who would control the right-of-way. Finally, the Supreme Court ruled that the D&RG would have control of the route through the Royal Gorge. On March 27, 1880, the Treaty of Boston was signed by D&RG and the ATSF. In short, this prevented the D&RG from building any further south than 90 miles into New Mexico, and it stopped the ATSF from building west through Colorado towards Leadville, CO. However, the D&RG had to pay the ATSF for the rail portions laid into the Royal Gorge.

Now that the battles had been settled, D&RG finished building south as far as they could, Espanola, NM, where they arrived on Dec. 31, 1880. This was about 34 miles short of Santa Fe, NM. Since the residents of Santa Fe were upset that the railroad didn't make it all the way, on Dec. 10, 1880, the Texas, Santa Fe & Northern Railroad (TSFN) was incorporated. But even though this new railroad was formed quickly, it didn't go anywhere for several years. In 1886, the TSFN was finally able to purchase rail and get building, and on January 8, 1887, the line was completed from Santa Fe to Espanola. From 1889 to 1895, the line from Santa Fe to Espanola operated as the Santa Fe Southern, where it met the D&RG. Then, in mid-1895, the line was sold again to the Rio Grande & Santa Fe Railroad Company (RG&SF), a wholly owned subsidiary of the D&RG. A lease was drawn up, and D&RG operated its trains across the line, now clear to Santa Fe, NM. On August 1, 1908, the RG&SF formally sold the line to its parent company, the D&RG.

The line operated until September 1, 1941, when times were tough for the railroad. Throughout the final summer of operation, passengers on the line increased slightly as everyone knew the end was in sight. The end of this line had an economic impact on the communities it served and the 24 employees who no longer had jobs.



## February 2025 Minutes

**Secretary, John Emmot**

Superintendent Mark Fuerstenberger called the regular monthly meeting to order at 7:07 PM in the community room of the Sand Creek Police Station. There were 18 members present.

### **Secretary Report**

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

### **Treasurers Report**

Tony had hard copies of the treasurer's report. The statement reflected the interest payment, drawing receipts, and the cost of the trailer tag renewal. The statement was accepted as presented. There was some discussion about organizations that had found long-term vehicle registrations. No one present had any knowledge of that.



## Announcements

It was noted that two Pikes Peak Division family members had passed away. Sympathy cards for Frank Pareso's wife, Cecelia, and Bill Lugg Jr. were presented for the group to sign.

Elizabeth said there were 32 vendors and multiple layouts for the TECO show. The vendor tables will be set up at 1:30 on Thursday afternoon, and the show will open for layout and vendor setup at 9 a.m. on Friday. The February 2025 show may be the last at the Colorado Springs Expo Center unless we can arrange a cost reduction. We are looking for a new chairperson and alternative venues and formats for the show. She said the Douglas County Fair Grounds are booked well into the future.

Mark reminded everyone about the NMRA National Convention in Novi, MI, on 14-19 July, the Rocky Mountain Region Convention in Durango on 15-18 May, the Rock Mountain Train Show at the National Western Complex in Denver on 5-6 April, and the TECO Show in Colorado Springs on 22-23 February.

Andy Buco presented a 'Show and Tell' about some of his vintage Varney diesel locomotives from the late 1940s and 1950s. Tony presented a 'Show and Tell' about his changes to a generic hopper car to install body-mounted couplers.

## Contest

There were no entries for the contest.

## Program

The program included a PowerPoint presentation by Kristin Phillips and Joe Costa about last summer's trip to the NMRA National Convention in Sacramento, California. A drawing followed the presentation.

The meeting was adjourned at 8:37 PM.







# Notes from the Siding

**By John Emmot**

Well, the siding is not very active these days. The weeds are starting to grow between the ties. What may have been the last TECO show took place at the end of February. The rising cost of a venue is the biggest issue. While there were around 900 paid admissions for the show, the cost of the Hall is outpacing the support. It was a good show with plenty of layout participation from local and away folks attending. The vendors still supported the event. The PPD tried a new 'Kids Corner' to let the young folks have some hands-on time with the trains. It was very well received and was busy much of the time. Thanks to Mark and Amber for setting it up and arranging for monitors. Mark designed a great layout incorporating his new staging yard. It will be a shame not to utilize it for future display setups. If anyone has any ideas for smaller shows, please surface them with the Division. While there may be some possible alternatives for a location, we still need a new TECO chairman to carry the administrative load.

While the Denver and Salt Lake Historical Society has ceased to publish our magazine, there are still folks who are interested in the material we produce. I received an email from someone who wants to model Moffat equipment. I hope I can help them with their project.

The Granby Museum is making progress. While some of you know that Dave Naples suffered a weather-related accident and spent some time in the hospital, he is recovering well and is back at work, at least part-time. He couldn't attend the TECO show, but his crew was there and did well. He is adding more Moffat locomotives to the museum layout roster with a couple of different folks doing the work. It is good to see some 'authentic' Moffat consists of running on the layout. The 'park train' is now present in Granby and will start operation when the museum reopens on Memorial weekend.

This is just a reminder about the Spring 2025 Rocky Mountain Train Show, April 5th and 6th at the National Western Complex, 4655 Humboldt St. Denver, CO 80216. They can use our support, too.

Some of you know that I grew up in Post Rock Country in Kansas. I have had a stone post in front of my house since the 1970s. The test of time, until now. I decided to wash my pickup last week in my yard. I have done it many times before, but this time I 'decided' to just drive forward to get back on the driveway. Unfortunately, the front tire found the end of the brace stone and pulled it all down. Now I need to figure out how to reposition a couple of 300-pound rocks. Any volunteers?

I will try to get this to Dave before his deadline, so.....

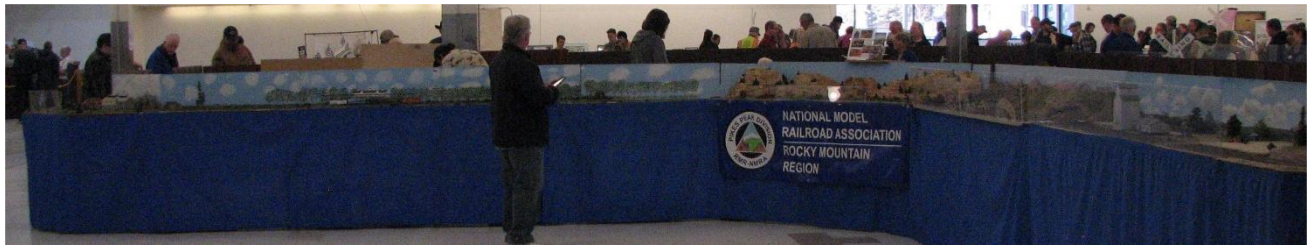
I hope to see a lot of folks around the roundhouse this week.

John













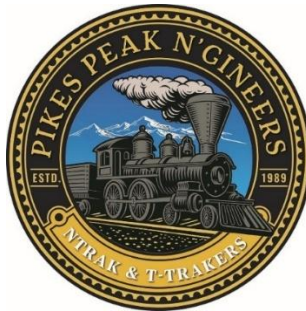
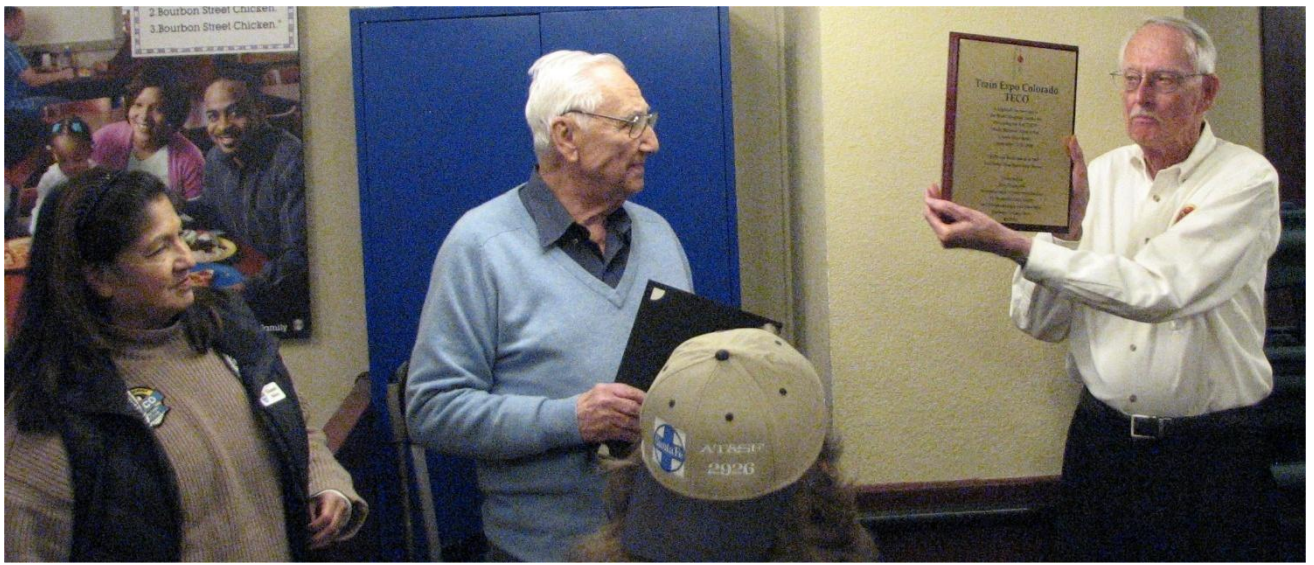












## Pikes Peak “N”Gineers Model Railroad Club

By Mike Peck



Z scale layout with inner circles.



The sales crew.

### **Superintendent’s Corner**

Glenn Hobbs, PPNG Superintendent

It’s hard to believe we are already 2 months into 2025. In February we had another TECO show at the Colorado Springs Event Center. We had several members attend the show. If you missed the show, there is an article in this issue that will give you some of the highlights of the show. In



February we also had an open house on the 15th. The weather finally cooperated, and we had a good turnout.

Also in this issue, as promised, I have an article about the bus wiring for the T-Track modules. This article will explain my idea for a simpler way to wire the modules together and connect them to a power source. It's completely modular and it should greatly improve any necessary troubleshooting. I hope you enjoy the article and please consider adopting this concept at the club. I am considering presenting this to the club at an upcoming business meeting.

In March we will be going to the Boot Hill show in Garden City Kansas. If you would like to go, please let me know. We will be leaving Friday morning on the 7th and will meet in La Junta at 10am. We will stop there for breakfast at the Copper Kitchen, 116 Colorado Ave, La Junta, CO 81050. From there we will caravan to Garden City.

## TECO 46

By: Glenn Hobbs

On the weekend of February 22nd and 23rd, the club was at TECO 46. Setup went fairly smooth despite unloading in the aftermath of a snowstorm. However, the weather on Saturday and Sunday was quite pleasant. We had 40 modules on our layout in the shape of an "F". There were the usual red and yellow lines that were set up for DCC. The two "T" junction modules created another small yellow line that was setup for DC operation. There were around 15 people from the club that came to the show.

TECO had 1008 people through the door, plus an additional 420 vendors and layout people for a total of 1428. This is better than the last show. Now the work to find a new venue to hold the shows. TECO is also looking for new leadership as Elizabeth is stepping down and I had my turn already. If you are interested in trying out your management skills, here is your opportunity.



We had a good turnout on Saturday and an above average turnout on Sunday. We had excellent results at the sales table with gross sales of over \$2000. After sales tax and credit card fees, our net sales were just over \$1800. This far exceeded our goal of \$1200. It looks like TECO did well this weekend as well. As of this writing, I have not seen the final results of the show. This show also featured a myriad of activities for the kids. There was a G scale layout that the kids could operate,

there were the box car races, and we had another seek and find. Kids had to visit all the layouts to find items on their list.

Other clubs that were at the show had some eye-catching features on their layouts. The Denver N-Scale club (DENTRACK) had a layout of both N-Trak modules and FREMO modules. What was really cool was that they joined both types of modules into a single layout by using a helix (see below). The Slim-Rails club again did not disappoint with their exquisite detail with scenery. Pictured below is a scene from an early 20th century Colorado mining town.



Two of our club members did clinics at the show. My wife Debra did a scenery clinic with Woodland Scenics products. The clinics on both days were very successful and well attended. Joe Costa also did clinics on Saturday and Sunday that taught laser cutting and engraving. His clinics were also successful.



Left: Mike and Mary Peck with their recognition certificates. Above: Debra is teaching how to create scenery with Woodland Scenics products.

Saturday night, after the show, we all met at Golden Corral for a dinner to honor Roy Thompson. Roy owned one of the last train stores in the area and was instrumental in getting TECO started. Our members Mike and Mary Peck, Kristin Phillips, and Joe Costa were also honored for their contributions to TECO.

All in all, I would say this was a very successful show for both TECO and our club. On a sad note, this may be our last TECO show. The venue we use is becoming too expensive for the show to be profitable and worthwhile. The TECO board is actively seeking other venues. However, this is proving to be a very daunting task.



## Accident Report: Feb. 1, 2025, 12:20 hours Location: Rock Ridge Village

John Grier's train derailed at Rock Ridge Village's highway crossing.

The train was a British Company Rail Adventure returning three locomotives to their owners after an upgrade in motive power and electronics. Two locomotives left the tracks. Both locomotives received only minor damage and were railed and proceeded on to their delivery. The crossing was closed for 3 hours. Rail Adventure apologized to the residents of Rock Ridge for the inconvenience. Reported by John Grier



### PPNG Open House

On March 29 from 11 am to 3pm the club will host our third Open House for the year. We invite anyone who wants to know about "N" scale or to run their own "N" scale train to come down. Club members will assist guests with operating their trains.

Looking at the results of our last two open houses, the club may continue doing this monthly, so check the online web site and check out our calendar of events.

### Boot Hill Train Show

Seven of the club members will be making our yearly trip to Garden City, KS for the Boot Hill Train Show. We'll be setting up a T-TRAK layout as well as some sales tables. Then we'll get to visit with old friends and check out some of the other layouts. Hopefully we'll get to see some railroad action along the BNSF main line.

### An Alternative to the T-Track Power Bus

By Glenn Hobbs

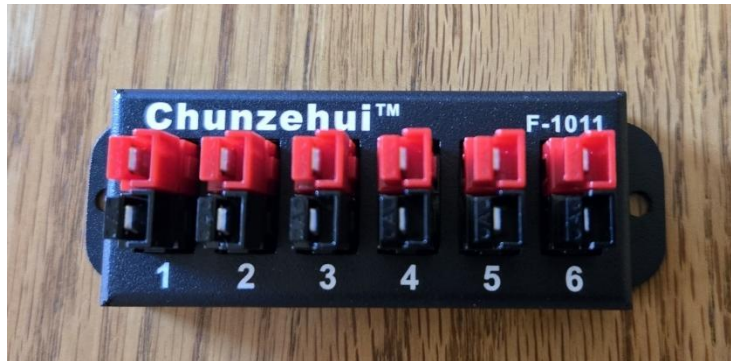
When we moved into our house three and a half years ago, I was able to have a dedicated room for a layout. At first, I was thinking of going with N-Track, because of the modular approach. As I was dreaming and formulating the plans for the layout, I went to my first TECO show in February of 2022. While I was there, I saw our club's T-Track layout. I was really impressed with the extreme portability and flexibility of arranging the modules in several configurations. I knew then I wanted to do T-Trak. This turned out to be a wise decision when our house flooded in November of 2022. I had to remove everything in the layout room.

I started doing my research and went to several T-Trak websites to learn as much as possible about the standard. As I was doing my research, I noticed that the wiring standards seemed to be lacking. In particular, the bus wiring that ran between the modules and the power source. I felt it did not live

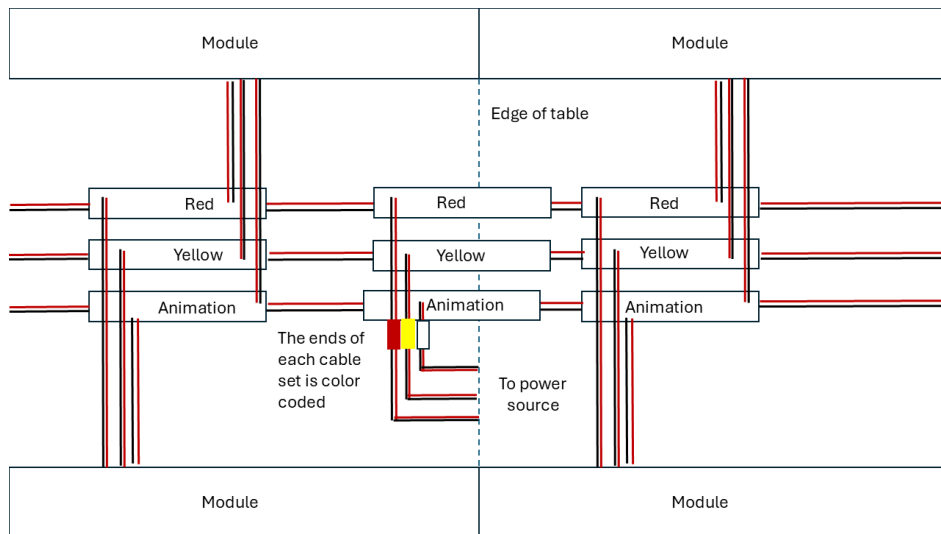


up to the benefits of the flexibility that the modules themselves offered. I knew there had to be a better way than just splicing the cables together.

As I was browsing Amazon for APP cables, I noticed a company that sold modular blocks for the cables. I bought several of them and started using them to wire my layout. Below is a picture of one of these blocks.



They come in various sizes for the number of APP sockets needed. As you can see, this one has six. I use one 8-foot cable to run between each end of these blocks. I use one set of blocks for the red line and one for the yellow line. I then use shorter cables to connect the blocks to the modules. Again, one for the red line and the other for the yellow line. You can also add a third set of blocks for an animation bus. I then run a third set of cables from one block to connect to my power and DCC equipment. I use the pair of blocks in the center of layout for this purpose. This is where the banquet tables come together which provides a gap to run the cables down and under the tables to connect to the power source. The diagram below shows the wiring bus and its connections.



You can either use a dedicated set of blocks (as shown above) or use ones that connect to the modules. You can have connections for two bus cables at each end, connections for two modules, and the connections for power on a single block with one set of sockets left over. It is recommended that you color-code each set of cables for their respective line, i.e. red, yellow, and white (animation). You can either use color coded APP plugs or use colored electrical tape wrapped around the ends of the cable.

As you can see, this setup is truly modular, very flexible, and easy to troubleshoot. The size of the layout should not matter as you keep adding cables and blocks as needed. If you need to add power districts, simply use the connection scheme, as shown above, for each power district.

The APP socket blocks (as shown above) can be purchased on Amazon for about \$33.

The link below will take you to the page on Amazon where you can get more details and purchase.

[https://www.amazon.com/Chunzehui-6-Position-Distribution-Connector-Distributor/dp/B07KQD9V3G/ref=sr\\_1\\_1?crd=1A7SAHI3XAIRC&dib=eyJ2ljojMSJ9.NHnMA-4lgMo2\\_8vWG7qxsLimf75sWCSyQzWTW3eUnYaX7rRD-5GXgW8JGwfba9epD8yr6r2vyFK6IE3p9arOGaoLj7ccXGSGFFzWKnKKZ1vzzWQq0EBLq1UDdTSHauQ0e4sLhRKu8x-B5zZy4w\\_BdNCPStYjqRg1FvBn6hhMKm\\_1\\_iE9vkeQ9hmhb34WYHHdc4bCrrp-ulo7j8vEsJrJmjiYkdGL-uYxrcG\\_Y6nbyAk.eTTfZ601v-8zEdOhUSbPHbWqFDH1D5es6luUW\\_L4efw&dib\\_tag=se&keywords=anderson+power+pole+distribution+block&qid=1738862264&sprefix=anderson+power+poles+dis%2Caps%2C133&sr=8-1](https://www.amazon.com/Chunzehui-6-Position-Distribution-Connector-Distributor/dp/B07KQD9V3G/ref=sr_1_1?crd=1A7SAHI3XAIRC&dib=eyJ2ljojMSJ9.NHnMA-4lgMo2_8vWG7qxsLimf75sWCSyQzWTW3eUnYaX7rRD-5GXgW8JGwfba9epD8yr6r2vyFK6IE3p9arOGaoLj7ccXGSGFFzWKnKKZ1vzzWQq0EBLq1UDdTSHauQ0e4sLhRKu8x-B5zZy4w_BdNCPStYjqRg1FvBn6hhMKm_1_iE9vkeQ9hmhb34WYHHdc4bCrrp-ulo7j8vEsJrJmjiYkdGL-uYxrcG_Y6nbyAk.eTTfZ601v-8zEdOhUSbPHbWqFDH1D5es6luUW_L4efw&dib_tag=se&keywords=anderson+power+pole+distribution+block&qid=1738862264&sprefix=anderson+power+poles+dis%2Caps%2C133&sr=8-1)

You can make up your own cables or purchase them online. I found a company called Powerwerx that can make custom cables with desired lengths and connectors. Their website is below.

<https://powerwerx.com/>

Even though there might be a little more cost with this solution. I feel it will make wiring T-Track modules much more flexible and easier to troubleshoot.



Mid-section of "F" using T-JUNCTIONS.



Long leg of the "F"

### Editor's Notes and sale items

Thanks Glenn and John for their articles and photos, keep them coming. I'm also looking for items to put in the sales section.





This is a small DC-powered layout. The track needs some replacing, and the pieces come with the layout. All but one building is attached to the layout and will go with it when it is sold. The layout size is about 3'X4' and has eye bolts to hang on a wall. The mountain is made of hydro-cal, so it adds some weight to the layout. I recommend removing the mountain and making it out of Geodesic Foam instead. It's a nice small layout for a small area. The asking price is \$250.00. I do negotiate!!



The club has a couple of bar chairs for sale. They take up some needed space in the clubroom, so they must go. The asking price is \$25.00 each.



This is a DCC layout, approximately 3'X9'. It comes with a Digi-Trax power supply. I believe it is all wired and ready to run; I have not been able to test it, though. The turntable is a powered KATO piece. The roundhouse did not come with it. It needs repainting, scenery, and buildings. The asking price is \$450.00, but it is negotiable!

## [The Lighter Rail](#)

**By Kristin Phillips**

March! It isn't very interesting. It's dreary out. Maybe there's some sun. We just ended the season of False Spring in Colorado, raising our hopes that warm weather is here to stay. That's not going to happen.



St. Paddy's Day is coming, and the wearin' of the green. I grew up in Chicago. The city dyes the downtown part of the Chicago River green. And I do mean **green**. Every year!

March is a loonnnggg month. The last full week in March is Spring Break, and the weather is always yucky. It might start out decently for the first couple of days. Then, wham, Mother Nature does not play nice the rest of the week. Come Monday and the return to school—it's nice again.

### Smiling Faces

You might spot a few new Operation Lifesaver faces at train shows and museums from now on. OL has two new volunteers in our area. Karen Massingill worked at the OL booth on Saturday at the last TECO show. She lives in Pueblo West and works for MxV, a company that does railroad car testing at facilities in Pueblo. John Eng is a familiar face around town, especially at the Trolley Museum. He is on the Board of Directors of the Cumbres and Toltec Scenic Railroad and is on the Project Committee Administration. John is the COS Work Site Leader. He worked on Sunday.

To brighten the days, here are some jokes and facts from [www.toytraincenter.com](http://www.toytraincenter.com) to inject a little brightness into the month.

Why did the train apply for a job?

Because it wanted to get on the right track for success.

Why didn't the caboose help the locomotive?

Because it didn't give a toot.

What do you call a train full of bubble gum?

A chew-chew train.

Why didn't the train get to its final destination?

It was on the wrong track.

How do trains eat?

They choo on their food!

How do trains hear?

They have engine-ears.

Why did the train carry bubble gum?

Because it wanted to go "Choo-Choo!"

What do you call a train that sneezes?

A-choo-choo train!

What do you give a train driver for his birthday?

Platform shoes!

Here are some fun facts:

**Steamboat Willie:** The first successful sound animated film, "Steamboat Willie," featuring Mickey Mouse, was inspired by steam trains.

**Steam Train Pioneer:** George Stephenson, an English engineer, is considered the "Father of Railways." In 1814, he built the first functional steam locomotive.

**First Train Race:** "The Rainhill Trials" of 1829 was the first steam train race. George Stephenson's "Rocket" locomotive won the contest.

**Steam Train vs. Horse:** Before steam trains, horses were the primary mode of transport. With an average 48 km/h speed, steam trains could travel four times faster than a horse.

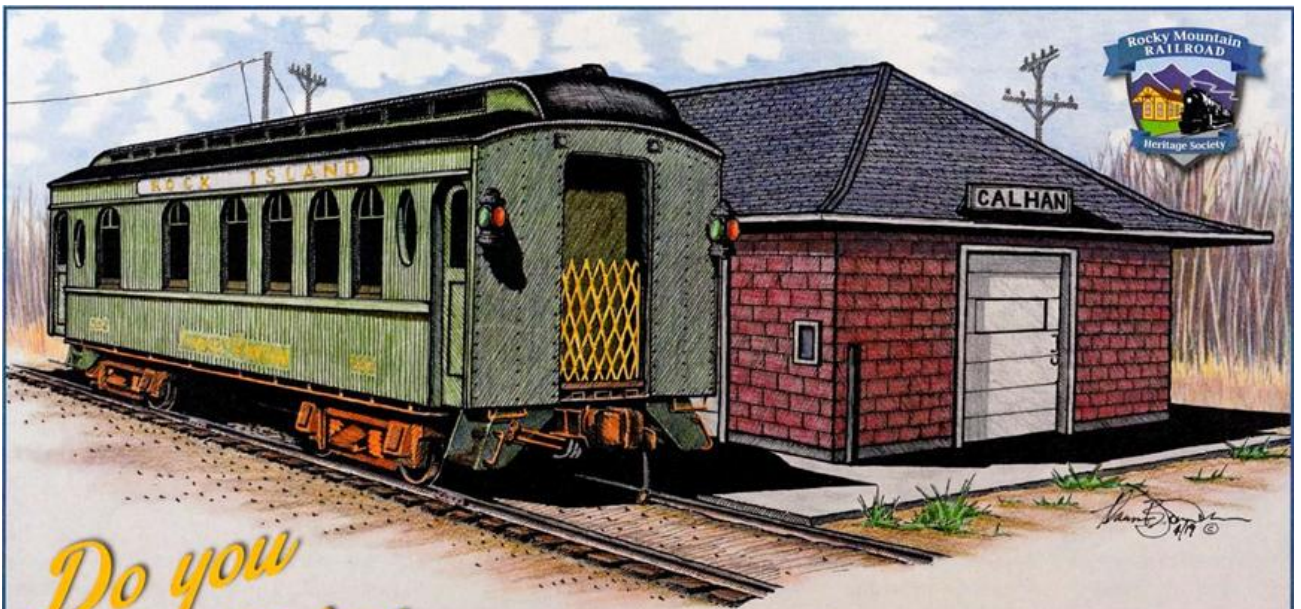
**The Last Steam Locomotive:** In 1960, British Railways built the last steam locomotive, the "Evening Star." This marked the end of the steam train era in Britain.

**Long Lifespan:** A steam train can operate for over 50 years if well-maintained. Some of today's team locomotives were built in the 19th century.

**Happy St. Patrick's Day, and may you find the leprechaun's pot of gold.**







*Do you  
like trains  
and enjoy  
history?*

## **THEN WE ARE LOOKING FOR YOU!!!**

We are recruiting volunteers to help us build a Railroad Heritage Center in Calhan, CO honoring those who operated the Chicago, Rock Island & Pacific Railroad in El Paso and Elbert Counties from 1887-1968.

### **GET INVOLVED • HAVE FUN • LEARN HISTORY • MEET NEW PEOPLE!**

Volunteers wanted regardless of age or skillset. Painters, Electricians, Plumbers, Woodworkers, Writers, Photographers, Researchers etc.  
Anyone & Everyone is welcome!

**IF INTERESTED, PLEASE CALL 303.961.5929 OR EMAIL [denverzephyr64@yahoo.com](mailto:denverzephyr64@yahoo.com)**