



The

# *Milepost*

Volume 41, Number 5 — May 2021

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, May 14th, 2021 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 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)

NMRA-PPD monthly meeting.

Contest: {to be determined}

Program: {to be determined}.

### 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 5, May 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](mailto:dave@bristow-family.org) Thank you.

## Editor's Thoughts

In early April Canadian Pacific Railway offered to merge with the Kansas City Southern for \$29 billion. Then on April 20, Canadian National Railway offered \$33.7 billion to acquire KCS. Both bids would result in a large network of rails running from the east to west of Canada through the US and down into Mexico, some 20,000 miles! Both deals require the approval of the US Surface Transportation Board. This particular piece of news came to my attention for a couple of reasons as I model CN and CP it is of interest. The second reason was my mentor at IBM before we worked together for the city of Kansas City, he had led major software development at KSC.

Last month I mentioned an upgrade I had purchased from Rapido for a model of the VIA Light, Rapid, Comfortable (LRC) locomotive. The prototype LRC was built by Bombardier, Alcan, and Dofasco in co-operation with CN and later VIA Rail Canada as a higher speed rail option for the busy Quebec City - Windsor corridor. These locomotives were capable of travel up to 125 MPH but were limited to 100 MPH in service. Trains pulled by these locomotives were frequently seen throughout the corridor from their introduction in 1981 until their retirement in 2001. The Toronto Railway Historical Association (TRHA) purchased the LRC locomotive number 6917 from VIA Rail Canada. In May 2014 after sitting on a siding for 13 years and with many hours of volunteer efforts to restore the locomotive's powertrain it was started up. However, it wasn't until September 2104 when Rapido and ESU recorded the LRC under load. Rapido offered the LRC in several numbers and different paint schemes. One of the models is a replica of the 6917. Mine 6922, however, came in the experimental paint scheme, which never made it into production.

After installing the speakers and the ESU LokSound controller I added two figures to the cab and reinstalled the body. I put it on my track and ran it through its paces using my Digitrax DCS59 controller. It runs extremely smoothly and can run quite slowly. I was impressed with the sound quality and volume. I need to program one thing, its address.



To see and hear 6917 startup attempts TRHA in conjunction with Rapido recorded on [YouTube](#), additionally, the run in September was also captured on [YouTube](#).

David

# May 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.

Here is the link: Join Zoom Meeting

<https://us02web.zoom.us/j/86493099516?pwd=U3V5dmQ0VUxqNm1nM2pnWC9MTWRBQT09>

## **April Show and Tell**

John Campbell gave a great presentation on the hero/scoundrel, John Fremont, and his fantasy repurposed module. Tony talked about railroad car customizations and the Fuerstenbergers talked about the Union Pacific custom George Bush presidential engine.

## **San Luis & Rio Grande Up for Sale**

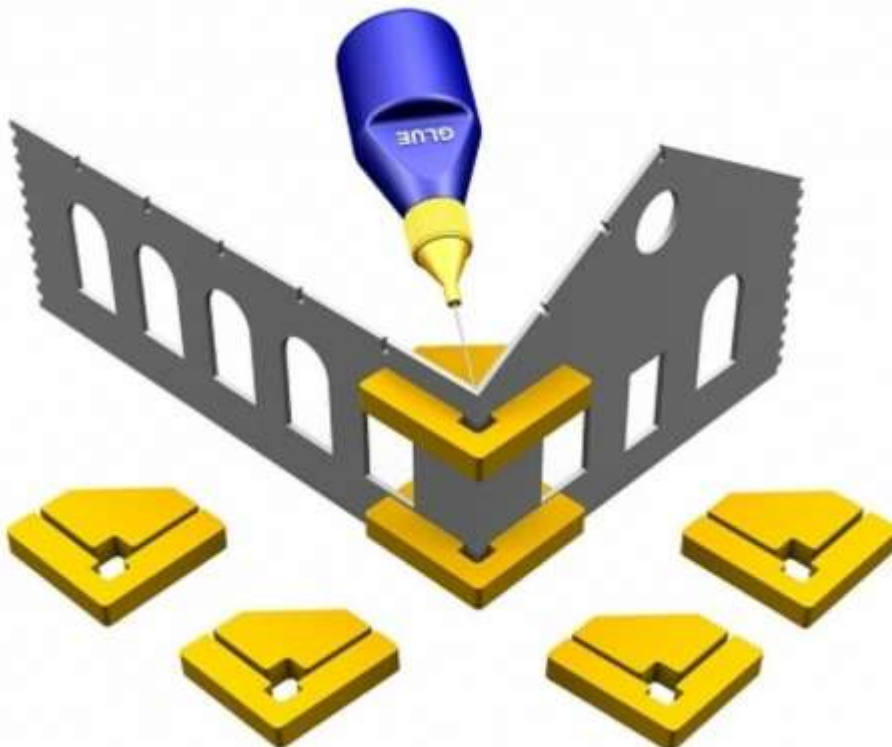
Colorado's San Luis & Rio Grande is up for sale. This week, the trustee for the bankrupt short line that was once part of the embattled Iowa Pacific Holdings empire, filed a motion in U.S. Bankruptcy Court stating that the railroad in southern Colorado is to be sold by June 1.

Midwest & Bluegrass Rail, a short line operator with four different railroads of its own, has made a stalking horse bid of \$7.5 million for the railroad, kicking off a six-week period where other bids will be accepted. If the trustee receives a bid of more than the stocking horse price, an auction will be held on May 26. The sale will be completed at a court hearing on June 1. The sale will include the nearly 150 miles of railroad and other equipment and structures belonging to the Alamosa, Colo.-based railroad.

<http://railfan.com/san-luis-rio-grande-put-up-for-sale-amid-iowa-pacific-bankruptcy/>

## **Rosa's Cantina --- Post Office Goes Postal**

One of the challenges I've faced with gluing the laser-cut walls together is getting the "right angles right." I ordered a set of the Proses right angle clamps from eBay:



They are also sold by Micro-Mark.



Mine came in a bubble envelope that had been mangled and taped together with an apology note from USPS. The unnecessary instructions were torn up too. One clamp could use some cosmetic filing.

Here are two sets of clamps at the wall corners. The recessed areas at the corner come in handy if the corner also has an inside or outside post and for gluing. The picture is staged as I had manually done the gluing before the clamps arrived:



The magnet pairs work just fine. However, don't try to stack the pairs together for storage. Their poles do not align.

Well, the magnets definitely helped with the sidewalls and corner but the patio was still not right. I added a rectangular frame to the back wall, which in this picture still needed to be painted, and a floor which I cut with an Exacto knife to push out the bottom central arch. In this picture, these two new components are neither painted nor glued. I superimposed the sign and the benches for the picture. The second picture, which I discovered after the fact, came from Andersen Model Kits:



The name of the kit was Julie's Cantina.

The wood I ordered online is thin, inexpensive, and pre-cut to the bed size. But it does warp. Next time I'll get a little thicker wood.

## Gesso, the Magical Mystery Compound, to the Rescue

Gesso --- "chalk", from the Latin: gypsum, is a white paint mixture consisting of a binder mixed with chalk, gypsum, pigment, or any combination of these. It is used in artwork as a preparation for any number of substrates such as wood panels, canvas, and sculpture or as a base for paint and other materials that are applied over it.

It's a magical compound that should be a modeler's best friend. The first time we used it was for the riverbed of the Colorado River in the Glenwood canyon inside modules. The surface of the wood was a patchwork of plywood that just could not be painted over successfully. Someone suggested we put down a coating of gesso which hid the flaws of the wood surface and gave the river the look of flowing water.

The thin walls of the cantina, glued together before I found or got my new magnets, were not quite perpendicular. Filing helped but gesso worked even better. It's like adobe!

The side arched walls of the patio shown above with the magnets are not as perpendicular as they should be. I laser cut another triple-arched wall, slightly shorter, to straighten them out. The arches align with the first-story door and windows.

The main two-story building was slightly bowed. I had a wall section with a flaw I inserted between the two side walls to straighten it out.

On eBay, you can get 3D-printed kits that you can assemble. One of the ongoing challenges of the 3D printing process is getting surfaces to come out smooth. Once again, gesso may be a solution.

### 3D Kits

Here are a few beautiful pictures of other building kits I have purchased and started to assemble:



Some of these buildings are limited production runs like gas stations. The jail comes from China.

### XTC-3D

There is the epoxy coating designed to smooth out 3D printed surfaces which I ordered and will be testing out on the jail:



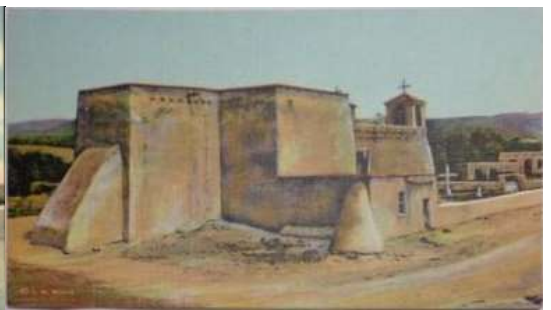
If a 3D kit does not cooperate with XTC and/or gesso, there is always the option of scanning the walls into the computer and laser cutting the walls.

### Getting 3D Religious

Another one of Andersen's kits was also an inspiration for me, having seen the real church in Rancho de Taos:

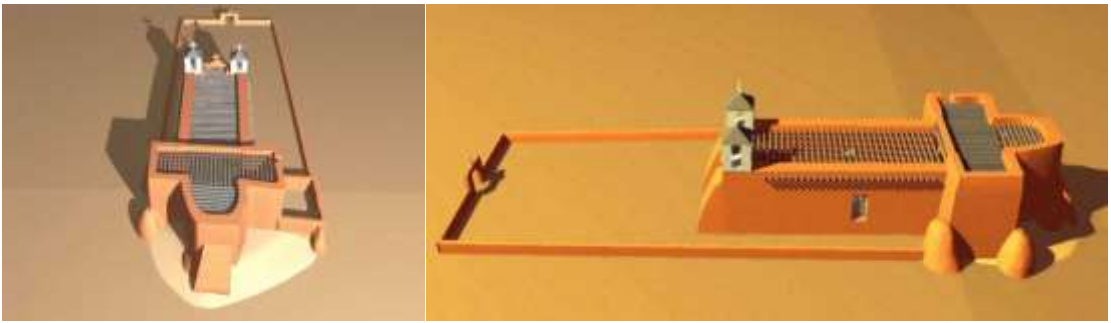


These images come from old postcards:



Mudding is something the locals have to do on an annual basis.

Dennis Holloway created a very impressive computer architectural model of the church:



Here is a video with some great drone overviews:

<https://www.youtube.com/watch?v=f7luCvIuyA0>

There used to be a program that could create 3D models from YouTube videos like the one above but it ran into copyright issues.

Given the rounded shapes and angles, this project will be a better candidate for 3D printing. There are applications out there for phones that can create 3D images from a series of photos. I photographed the Hallmark Adobe church, which is approximately n-scale, for the façade. In the center is an out-of-stock ornament from Susan's Christmas Shop in Santa Fe by Carolyn Johnson.



Next, after enlarging the whole thing, I could heighten the two towers (as shown in the last picture above) and stretch out their bases. Would have to do some serious front-to-back selective compression, too, as the Andersen model did. 123D is the orphan ware 3D program I use.

Sketchup has a model already online, which is a free 3D design program managed by Trimble that I have no experience with:





My first attempt to load the file into Cura, which I use for printing, was unsuccessful.

3D design programs tend to have their proprietary object formats. There are some conversion programs to get designs printable but there remain compatibility issues.

I plan on looking at Tinkercad. Either way, I'll come up with a printable design.

In HO scale, it's undoubtedly larger than the print bed of my Creality 3D printer.

If the plan is to display the model front forward, it could be compressed or truncated.

Here are other kits in the series, such as the much less grandiose, of Our Lady of Talpa, Tres Casas, Caballo Blanco, and Jail:



Again, I have not been able to order any of these AMK kits but from what I have seen from box interiors they look a lot like the Suydam kit I based the train station on.

### **Railroading Merit Badge at the Trolley Museum**

Along with Mike and Ziggy Walker, Kristin and I did the Railroading Merit Badge for a girl troop from Denver. It was an opportunity for the girls to crawl around real railroad cars safely in a supervised fashion. They also got to check out real trains going by.

And of course, there are many models and dioramas they got to check out.



We were back in the conference room with the seek and find layout:

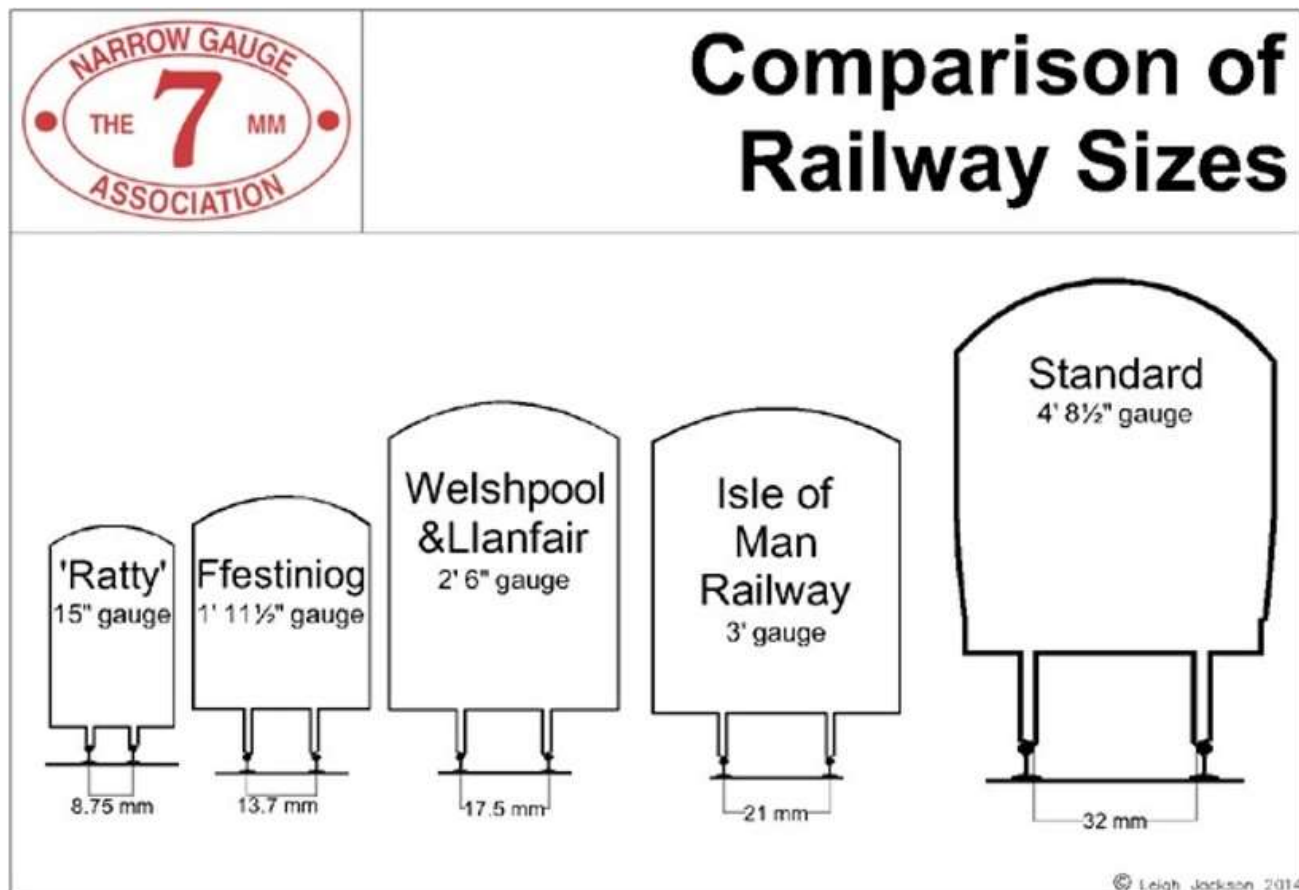


We also brought along the Division's switching puzzle which was very popular with the scouts

### Gauges & Tailless Cats

Kristin did a presentation to her woman's university group about General Palmer and the Denver and Rio Grande and its evolution into the Durango and Silverton and Cumbres and Toltec tourist railroads.

Before he created the Denver and Rio Grande, he studied the railroads in the UK. There were many different gauges of track over there:



He ending up using 3' gauge on his railroad when he returned to Colorado. So, you could say that the "Spirit" animal of the D&RG should have been the Manx cat:



We all know why the lighter, cheaper, more flexible rail and corresponding smaller and cheaper engines made more sense for the mountains of Colorado, at least in the short run. It was a little awkward for the D&RG when they built the standard line from Durango to the Farmington old fields --- loading and unloading.

Back in 1962, the Durango and Silverton upgraded to heavier rails to support their bigger engines and longer passenger trains.

Almost all tracks in the US use what we call standard rail (which is not the same in the rest of the world).



## Railroad Act of 1862

The Pacific Railway Act was signed into law by President Abraham Lincoln on July 1, 1862. This act provided Federal government support for the building of the first transcontinental railroad, which was completed on May 10, 1869. The North had a standardization head start over the South.

Probably, May 31-June 1, 1886 was one of the most important events in US railroad history when the nation created a standardized gauge railroad network when the South converted:

<https://www.youtube.com/watch?v=4v81Gwu6BTE>

One notable exception to standard gauge is the BART system in the Bay Area of California. It uses 5 and a half foot "broad gauge." The theory was it would make for a more comfortable passenger ride.

## Ticket to Ride Alaska, 2022

Went ahead and made a reservation for August next year (NCL triple brownie point bonus was expiring):



Cruising to Seward (after riding the narrow-gauge train in Skagway). Staying overnight in Anchorage then riding the rails to Talkeetna for a Denali tour for an overnight and then getting back on the train in Denali Park to get to Fairbanks for an overnight stay and flying back to Colorado.

The NCL website gets a little confused trying to describe the railroad portion.



## The Front Range Vision



## Upcoming Division & Local Events

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

- May 15-16, 2021: Sherman Hill Show, Days Inn, Cheyenne.
- May 22, 2021: Outdoor TECO Train Show at Chapel Hills Mall.
- June 4, 5 & 6<sup>th</sup>: PPNG will have their new T-TRAK module display setup in the Sandwich Depot, where Giuseppe's used to be. Friday's hours are 5 to 8 pm and Saturday and Sunday hours are 10 am to 8 pm.
- July 10 & 11: PPNG will be at the Dinosaur Resource Center in Woodland Park, hours are 10 am to 4 pm.
- 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](https://TECOshow.org).

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

## PPNG Update

PPNG runs sessions every Saturday from 11 am to 1 pm at our train club room in the old D&RG depot building on Sierra Madre St, except Saturdays we have other events scheduled.

Please check the website at [ppngineers.org](https://ppngineers.org) and check our calendar for any information changes.

Mike Peck PPNG Superintendent

# Swap Meet Information

By Elizabeth Maline

Happy Spring! Well, it looks like swap meet weather to me— swap meets and model train shows are popping up everywhere.

Come one, come all to the TECO swap meet is on Saturday, May 22 from 10 am – 2 pm at the Chapel Hills Mall southeast parking lot (east of Macy's). Here is the location:



Mall Location

As you can see, we have had to shift over a bit due to the COVID-19 mass vaccination site. On a positive note, if you haven't gotten vaccinated yet, this is a perfect opportunity to grab a jab!

All kidding aside, it's not a bad opportunity. One further benefit of this site is that port-a-potties will be there that we can use. The mall is a few steps away from our location, and bathrooms and the food court are all within easy reach.

To better understand how the swap meet will be set up, look at this:



Parking lot footprint

As you can see, there is plenty of parking for everyone. Additionally, you can park in Macy's parking lot and walk around to the swap meet entrance.

So, who's coming? These are our vendors so far.

#### VENDOR

	Al Chamberlin
	Marc Sisk
Renewal by Anderson	
	Ron Swanson
N'Gineers	PPNG
Sidetrack Scale Models	JB Thistlethwaite
	Ken Rambo
Roy's Trains	Roy Thompson
Engine House Trains	Charles Staiger
Action Train Videos	Walt Loevy
	Mike & Sigi Walker
	Jack Sousa
	Susanne Whited
	Paul Bredenberg
	Andrew Kersting
Wolf Designs	Kurt Nielsen
	Devin & Zeke Jones
Rocky Mountain RR Heritage Society	Jordon, Jim
	Steve Tesnear
	PPD - NMRA
	Ron Theisman
	Tim Dannels

In addition to the above sellers.

- Mike and Sigi Walker plan on presenting their presentation on the Railway Express - "Ten Turtles to Tucumcari."
- John Ziegler 'Ziggy' is setting up a G-scale layout.
- Live Steamers will be tooting their horns with their display of live steam engines.
- For the kiddos and those young-at-heart, Operation Life Saver will be on hand to educate us on railroad safety.
- More surprises to come-

Please give Mike Peck a call (719) 640-2076 to reserve your spot if you are interested in a vendor spot. The registration form is available on the [www.tecoshow.org](http://www.tecoshow.org) website. Please return it to Mike by email at [mmp85trainnut@hotmail.com](mailto:mmp85trainnut@hotmail.com) or by carrier pigeon to 4970 Iron Horse Trail, COS 80917.

Please come to the swap meet, stop by and say hello! We will have plenty of parking- so come and stay all day if you want. The swap meet admission price is \$5 per person. Children under 12 are free when accompanied by an adult. The alternate weather day is Saturday, May 29.

Let the railroad treasure hunting begin!

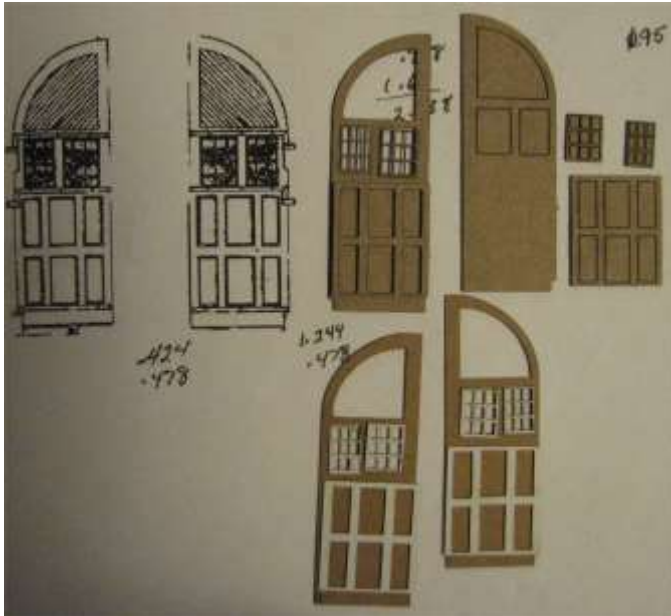


## Notes from The Siding

By John Emmot

Well, this has been a terrible week. No matter how much I remind my wife to be careful of internet scams, I was the one who was taken in by the bad guys. No excuses, all the signs were there, but I fell for it anyway. So, nothing to do but be a good example of a bad example. There is never a reason to let someone fix a problem that you haven't verified, no matter how plausible the story. Take it to the computer store if you need help. It has killed a lot of time and a lot of good feelings about life. Enough about that.

On a happier note, Mike Maline has a bunch of basswood parts to assemble the doors for a Virginia and Truckee engine house. As mentioned before, he had a picture and a tracing of the door opening. Using the line picture, I made a line drawing of the individual parts to fit the opening. I always make test cuts in cardboard before using expensive/limited wood. The first attempt needed revisions, but the second attempt was better. A bunch of parts was made (including some extras just in case). He said he wanted to stain or color them before assembly, so he got a box of parts. I'm anxious to see the final result.







I did try to put the letterboard decal on my parlor car. I hoped to be able to put on the full-length decal in one piece. While the letters are only a part of the length, there is a full-length gold stripe at the bottom. I use water and alcohol to wet the surface for placement. It took so long that the wood swelled and opened some joints. The decal was finally placed in about three pieces, but I was afraid the windows were ruined. As it turned out the wood receded as it dried, but it's not real 'purty'. I have a new plan to try for the other side, but as I said, I have had other priorities lately.

The Calhan depot project advances in fits and starts. The group had a cookout/picnic on sight a while back. Naturally, it was well attended whether they 'worked' or not. The local High School group was there and one young lady made a very good start on getting the lettering on the caboose. Weatherproofing was started on the coach roof, though there is a good way to go with that too. The new caboose steps were installed. Progress was made on the caboose door installation which should be completed soon. Work on the coach platform 'traps' and the diaphragm gates is upcoming. Again, if anyone would like some 12" to the foot experience, we would be glad for the help. Call me.





Joe has a lot of good info on building in his notes. As with many things, having the right tools or at least appropriate tools make a lot of things easier. Magnets are a great tool. A little imagination will save time and money. By the way, the same small bar clamps that Hobby Lobby and MicroMark sell for \$6-\$7 can be had at Harbor Freight for 1 or 2 dollars on sale. FWIW: I have been able to expand the standard 5" capacity to 9" by substituting an appropriately sized K&S brass bar for the original steel bar.

Don't forget about the outdoor TECO show at Chapel Hills from 10 AM to 2 PM on May 22<sup>nd</sup>.

Hope to see a lot of folks at the ZOOM meeting. Don't know when the police may be comfortable letting us back into the meeting room.

Take care.



# **April 2021 Minutes**

## **Secretary, John Emmot**

The regular monthly meeting was called to order by Superintendent, Joe Costa at 7:25 on a digital ZOOM meeting. All of the officers and several members were present. Eventually, we had 11 Zoom boxes after the secretary joined late, with 14 members. It was mostly the regulars present.

The minutes of the March 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 before the meeting time. The Bank statement showed us \$0.03 interest and payments to the State of Colorado and Hard Drive Hotel for a total of \$98.94. The statement was accepted as submitted.

### **Discussion**

No record was made of the discussion between 7:00 PM and the late arrival of the secretary at 7:25.

### **Chairman Reports**

No chairman reports were recorded.

### **New Business**

There was no new business introduced.

### **Old Business**

There was no old business introduced.

### **Contest**

There was no formal contest.

### **Program**

John Campbell provided a PowerPoint presentation on the history of John C. Fremont and his namesake On3 module. He provided the history of the person, his family origins, and his explorations in the American West. It was followed by a description of his module also named Fremont. Many of the building names and streets are based on the Colorado town of Fremont which became Cripple Creek. Others are named after cartoons or implausible references to international entities. It was an interesting look at history and the process of creating a great module with a wonderful backstory.

Joe reminded everyone of the railroad books he has for sale from the estate in Denver.

Mark discussed the history of the U.P. loco 4141, an SD-70ACE that was painted in recognition of President George H.W. Bush. The loco ran in regular service on the U.P., but was freshened up and used to pull the funeral train of the President when he was taken for burial at his Library in College Station, Texas. Subsequently, the loco was taken out of service and donated as a permanent display at the Library. It was delivered this March by another SD-70ACE, number 1943, which is painted in recognition of the American military in WW II and after. Mark has the HO models of both engines in his office and is anxious to run them at a TECO show.

Tony talked about the new open loads he created after being inspired by Wade's MilePost item.

John showed the painting progress on his Moffat parlor car #800.

John discussed the status of the Division website and associated internet records connected to it. They currently reflect previous contacts and responsible people. The personnel now working with them are unable to access and edit them. We are working to resolve those issues.

Meeting adjourned.



# Adding Handbrake Chains

By Tony Pawlicki

This article describes the technique for the super detailing step of adding a handbrake chain to a model freight car lacking that detail. The primary example will be an old Athearn “Blue Box” HO scale model of gondola CB&Q 83116.

## Context

Many older models, notably Athearn “Blue Box” models, lack any representation of the handbrake chain and the associated fulcrum that pivots the force from vertical to horizontal at the bottom of the end sill. Other models have a cast-on crude representation of the chain (part of the car end casting itself) and no representation at all of the fulcrum.

## General Approach

The basic steps to adding these details are:

- If there is a cast-on crude representation of the chain, carve it off.
- Construct a chain segment of Campbell fine chain with soft fine wire (for example, 30 AWG wire wrap wire with the insulation removed) extensions at each end.
- Drill from below a 20 to 30 mil hole into the handbrake gearbox.
- Create and glue into place on the bottom of the end sill, alongside the coupler pocket, a crude representation of a fulcrum. Ensure that it does not obstruct the truck swing on curves.
- Drill a horizontal 20 to 30 mil hole (parallel to the freight car’s long dimension) through the fulcrum’s center.
- If a crossover platform is present or being added, provide an opening for the chain to pass through.
- Superglue the chain extensions into the handbrake gearbox and the fulcrum.
- Touch up paint as appropriate.

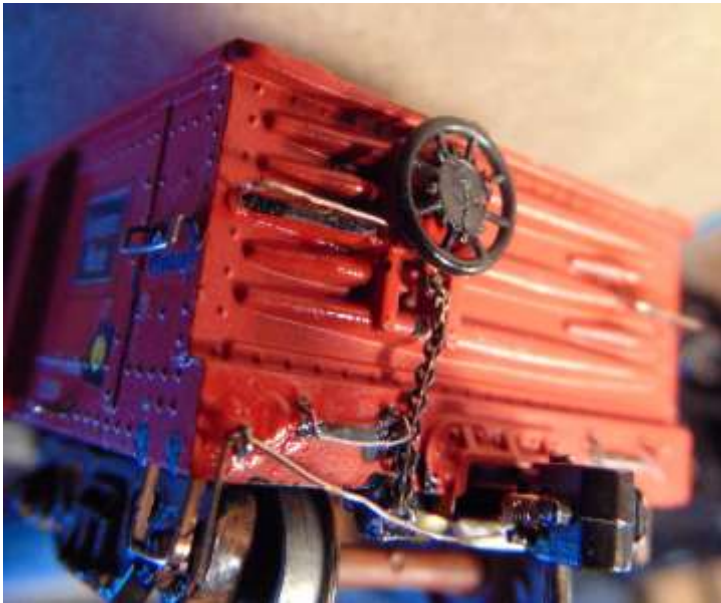


CB&Q 83116 with:

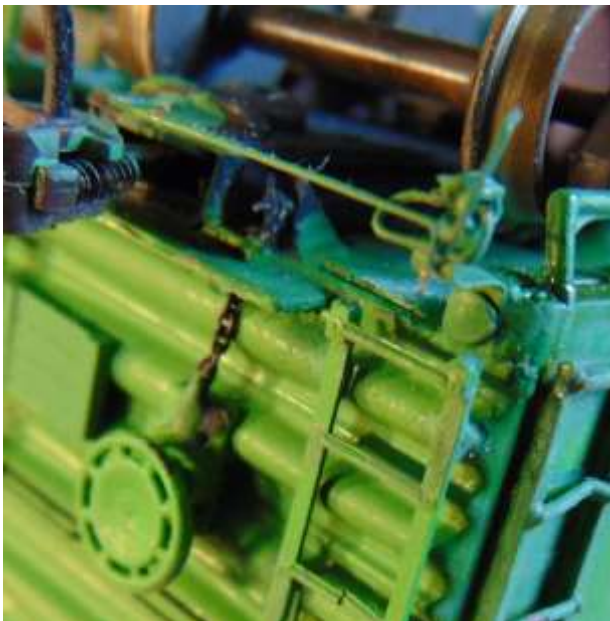
- Added fulcrum at bottom of “B” end, with a hole to accept soft wire attached to the bottom of the chain.
- Drilled bottom of brake gearbox to accept soft wire attached to the top of the chain.



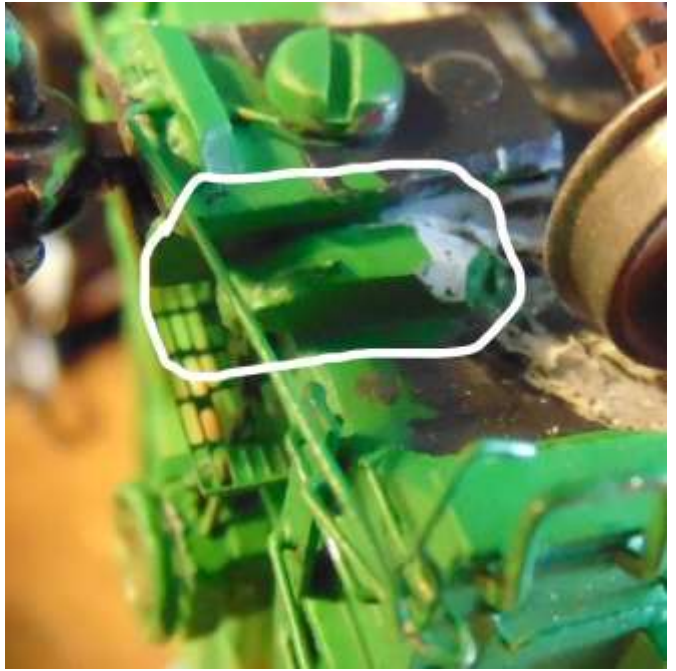
An assembled chain segment is seen in this picture along with the ingredients used in constructing it, namely Campbell chain and 30 AWG soft wire (stripped wire-wrap wire) and a coil of wire wrap wire with the insulation visible.



This picture shows the chain segment installed, glued into the handbrake gearbox and the fulcrum.



Another example showing a boxcar



A bulkhead flatcar shows a flat plate and chain attached.

## More Rolling Stock Loads

By Wade Mountz















*Do you  
like trains  
and enjoy  
history?*

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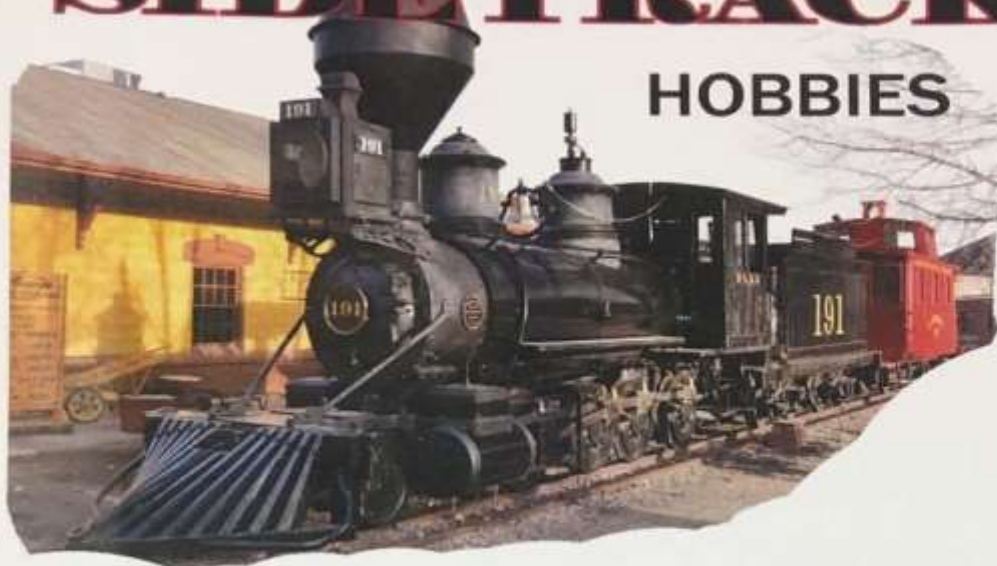
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