



The

Milepost

Volume 45, Number 5 – May 2025

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



NEXT MEETING:

Friday, May 9th, 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 10th, 2025 (Friday)

NMRA-PPD monthly meeting

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

February 14th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Travelogue

March 14th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: East Broad Top

April 11th, 2025 (Friday)

NMRA-PPD monthly meeting

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

May 9th, 2025 (Friday)

NMRA-PPD monthly meeting

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

June 13th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Layout Update

July 11th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Tourist Train Tour

August 8th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Colorado Live Steamers

September 12th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Proto Program: The McKeen Motor Car

October 10th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photo Model Program: More Microcontrollers

November 14th, 2025 (Friday)

NMRA-PPD monthly meeting

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

December 12th, 2025 (Friday)

NMRA-PPD monthly meeting.

Program: Christmas Party!



The Milepost, Volume 45, Number 5, May 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. Thank you.

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Next Meeting on Friday, May 9

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

- 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

The allure of miniaturization, the fascination with locomotion, and the desire to build and create – these fundamental human instincts have converged in the enduring hobby of model railroading. From its humble beginnings as simple toys to the intricate, realistic layouts of today, the history of model railroading is a captivating journey through technological advancements, evolving aesthetics, and the passionate dedication of enthusiasts across generations.

The Dawn of Miniature Steam (Late 19th - Early 20th Century)

The late 19th century, the golden age of steam, saw the first true precursors to model railroading emerge. These weren't mere toys; they were often meticulously crafted miniature steam engines, fueled by alcohol or solid fuel, running on simple circular tracks. Companies like Märklin in Germany, founded in 1859, were pioneers in this era, initially offering tinplate toys, including wind-up trains. As technology progressed, Märklin introduced clockwork-driven trains and, crucially, standardized gauges, laying the groundwork for a more organized hobby.

Early Standardization and the Rise of Electric Power (Early - Mid 20th Century)

The early 20th century witnessed the shift towards electric power. This allowed for more consistent speed control and more complex layouts. Märklin continued its dominance, establishing "Gauge 1" (approximately 1:32 scale) as a popular standard for larger, more detailed models. Other manufacturers, like Bing and Bassett-Lowke in the UK, also contributed to the growing popularity of larger scales.

The interwar period saw the rise of smaller, more affordable scales. "**O scale**" (**1:48**) gained significant traction, balancing detail and manageable size. Electric motors became more refined, and the concept of realistic operation, including signaling and switching, began to take hold. This era also saw the emergence of dedicated hobbyist communities and publications.

The Post-War Boom and the Diversification of Scales (Mid-Late 20th Century)

The post-World War II era marked a significant boom for model railroading, particularly in North America. "**HO scale**" (**1:87**), introduced earlier but gaining widespread popularity, became the dominant scale due to its smaller size, which allowed for more elaborate layouts in limited spaces and its increasing level of detail and affordability. Companies like AHM, Atlas, and Tyco became household names for many enthusiasts.

This period also saw the rise of even smaller scales. "**N scale**" (**1:160**), offering the possibility of truly expansive layouts, gained a dedicated following. Meanwhile, larger scales like "**S scale**" (**1:64**),

championed by American Flyer with its unique two-rail and later three-rail systems, maintained a niche appeal. The introduction of plastic molding techniques allowed for greater detail and lower production costs, further democratizing the hobby.

The Digital Revolution and the Pursuit of Realism (Late 20th - 21st Century)

The digital revolution in model railroading has characterized the late 20th and early 21st centuries. **Digital Command Control (DCC)** emerged as the standard for independently controlling locomotives and accessories, offering unprecedented realism in operation, sound, and lighting.

The focus on prototypical accuracy has intensified across all scales. Manufacturers produce increasingly detailed models, incorporating finer features and accurate paint schemes. While **HO scale** remains the most popular globally, **N scale** continues to grow due to its space-saving advantages. Larger scales like **O and Gauge 1** still cater to enthusiasts prioritizing size and intricate detail. Smaller scales like **the TT scale (1:120) and the Z scale (1:220)** also exist, appealing to those with extreme space limitations.

Popular Scales Through the Eras

- **Late 19th - Early 20th Century:** Larger, often proprietary gauges, with **Gauge 1** emerging as an early standard.
- **Early - Mid 20th Century:** **O scale** gained significant popularity, alongside continued interest in larger gauges.¹⁰
- **Mid-Late 20th Century:** **The rise of the HO scale as the dominant scale, with the N scale gaining traction. The S scale** had a period of popularity in North America.
- **Late 20th-21st Century:** **The HO scale remains the most popular globally, followed by the N scale.** All scales evolve with increasing detail and technological advancements, including DCC.

The Enduring Appeal

From the clunky charm of early tinplate to the sophisticated realism of modern DCC-controlled layouts, the history of model railroading reflects a constant pursuit of recreating the railway's magic in miniature. The hobby continues to evolve, embracing new technologies and attracting enthusiasts of all ages, united by the desire to build, operate, and immerse themselves in their miniature worlds on rails. The scales may have shifted in popularity over time, but the fundamental joy of creating and controlling these tiny trains remains a timeless and captivating pursuit.

David

Keepin' it on the Tracks

By Mark Fuerstenberger

2025 Rocky Mountain Region Convention – May 15th thru 18th, Durango, CO

The 2025 Rocky Mountain Regional convention sold out. This was based on all of the events filling up. It should be a good time for those going. We'll have a quick report on how it was at the June meeting.

Sherman Hill Train Show – June 28th & 29th, Cheyenne, WY

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

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

Mark your calendars – 90th NMRA National Convention – July 14th thru 19th, 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 the website to register.

NMRA Interchange

If you like to be online, you should check out the NMRA Interchange. You'll need to create a login on the Discord website. <https://discord.com/> From there, you'll need your login information for the NMRA website. Once you're there, check out the link to the Interchange.

<https://www.nmra.org/members/nmra-interchange> You'll find a few simple steps to get set up. This setup process is only required the first time, and after that, it's easy to jump online and see what others are doing. The site also allows for easy conversations, just like you might do on Zoom. I encourage you to check it out.

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 May 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 consider critically your cars, structures, and catch-all drawers for orphans that you might finally decide to disown.

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

NP 582696. HO-scale Gunderson-built 59-foot end-dump woodchip gondola, part of series NP 582650-582749. These are high volume (long car with high sides) for low-density woodchip loading. The E&C Shops model is assembled and super detailed—a gift from Tony Pawlicki. (After

casting a critical eye upon it, I realized that this neat model for Pacific Northwest local service has no logical destination on my Illinois Industrial Railroad layout. I had fun researching and customizing the model, but it has no suitable home there.)

- End numbers.
- Consolidated Stencils and ACI placards.
- Yellow conspicuity stripes.
- Kadee #5 couplers.
- Cut levers and brackets.
- Formed wire grab irons.
- Weathered trucks and wheelsets.
- Lever-type brake gear (*not* using a brake wheel).
- Added brake chain.
- Added weight for good tracking.

Room for improvement if you are ambitious:

- A woodchip load could be added, with a net or tarp over the top to prevent the load from blowing off. As an added benefit, this would hide the weights in the car's bottom.
- Tarp or net tie-down loops near the top of every side panel (14 panels per side, so 28 items of picky-picky work).



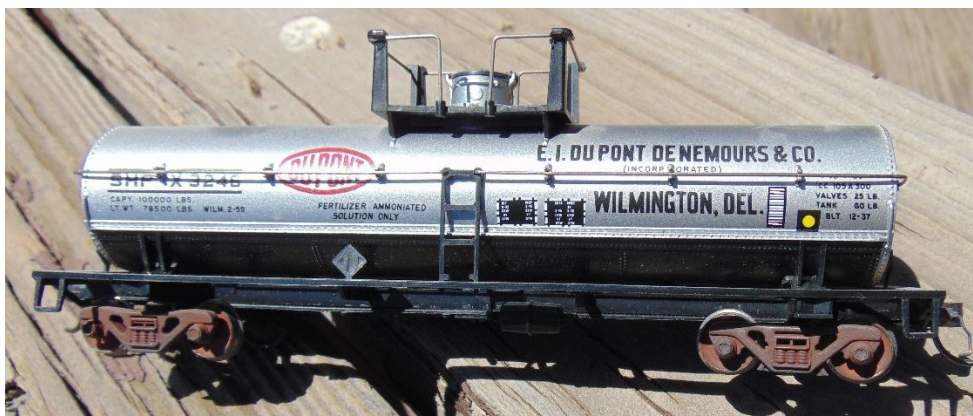
DICX 74425. HO-scale 43-foot single-dome chemical tank car, Diamond Chemicals fantasy tank car (factory original model lacked reporting marks). TYCO model. Gift of Tony Pawlicki. Upon critical consideration, this older tank car does not fit my post-1978 layout era.

- U1 wheel stickers, Consolidated Stencils, and ACI placards.
- Hazard placards and side and end "DANGER ACID" warning decals.
- Kadee #5 couplers.
- Cut levers and brackets.
- Weathered trucks and wheelsets.



SHPX 3246. HO-scale 45-foot DUPONT-leased Shippers' Car Line single dome chemical tank car. Athearn "Blue Box" model. Gift of Tony Pawlicki. Upon critical consideration, this older tank car does not fit my post-1978 layout era.

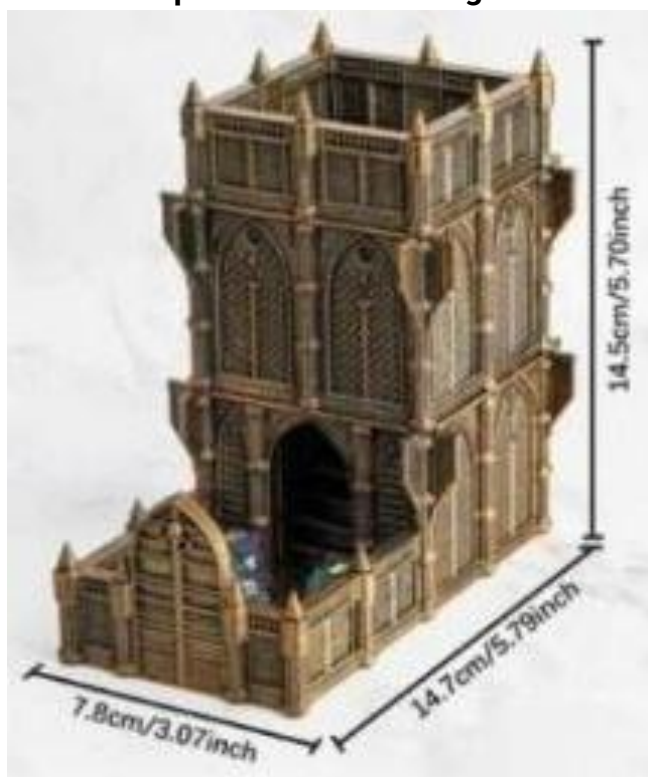
- U1 wheel stickers, Consolidated Stencils, and ACI placards.
- Kadee #5 couplers.
- Cut levers and brackets.
- Weathered trucks and wheelsets.



May Wavy Rails

By Joe Costa

Tower Experiments & Challenges in Flux



Now, I have not given up on 3D printing, but I have found its limitations more frustrating, particularly when it comes to speed and the challenges of fine detail in HO scale. The lower building wooden insert is based on a Dollar Tree birdhouse.

The wooden tower was a replacement for the Big Ben tower.

Between the wooden tower and the church was a resin structure I picked up somewhere. It has three arches on the front and two on each side. Its base sticks out on the sides and front. I removed the base on the sides so the arch subassembly could fit on top of the church. The "orange wood tower." The next step is printing out the two bell towers.

Final (Third) Version --- Three 3D Components on Left



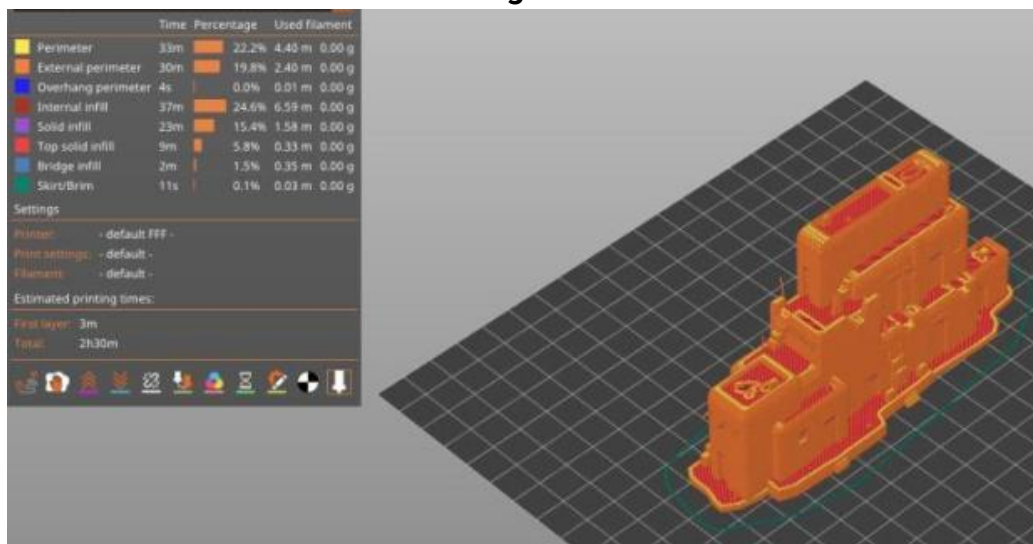
Original STL Image



This is the file I downloaded. As small as the building is, it is still too large. Printing would take 4 or 5 hours, which is not a reasonable time for the 21C Prusa Printer. The ladders may have to be replaced.

I decided this could be a background building, so I will compress it to a 2 ½ hour print. The X, Y, and Z dimensions can be scaled differently. Printed models sell between \$70 and \$95.

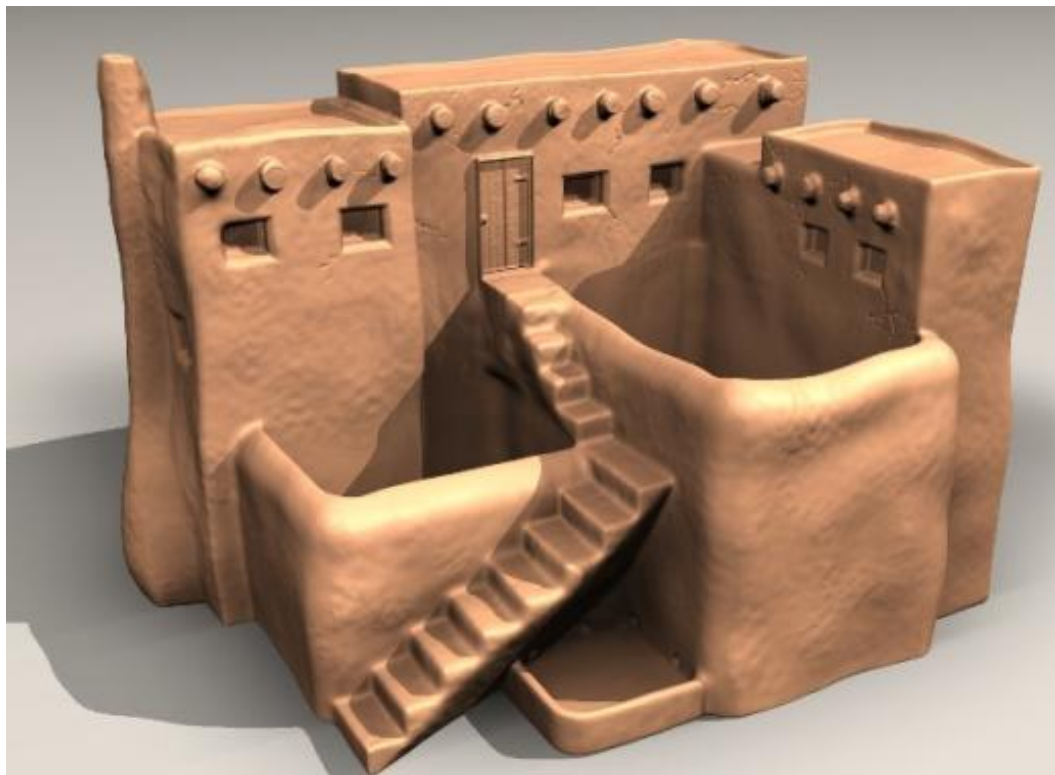
Working STL File



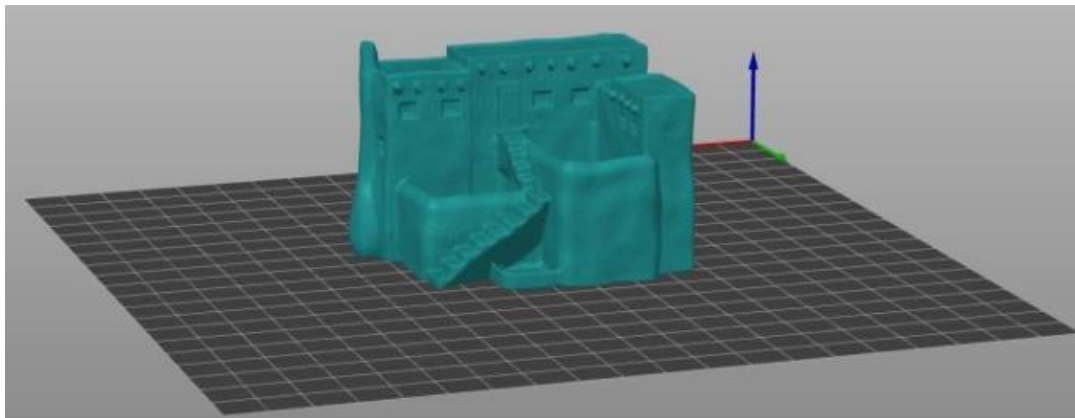
Once I resurrect my Ender 3D Printer, I will attempt the uncompressed version. Mirroring an object is a way to add variety, which I will do.

Another option is to cut and print the model in half, creating a front section and a rear section, and then glue the two halves together.

Another Pueblo



I may end up adding roofs and windows to the empty spaces in this planter. It's a 3D file I have on order. Like the previous design, this could be depth compressed and printed out as a background.



JR Davis Pueblo Planter, Jewelry Storage or Snack Bowl?

The JR Davis Pueblo is a heavy model with an off-white glaze, made by the J. R. Davis Company in Eagle Nest, New Mexico. It features a rectangle with the initials "jrd" and a copyright symbol with the etched name "jr davis". Davis was also the creator of the Philmont BSA Order of the Arrow Neckerchief Slide.



Close-up of Model:



The doors and windows are approximately N-scale. I plan to 3D scan with PPLD's scanner at 21C, upscale it, and create four smaller buildings, with the walls of the "box" being the back walls. For

buildings that will be background, you always have the option to alter their dimensions independently and shorten print time.

No one knows what this is—a planter or a snack bowl. It is a physical thing that could theoretically be 3D scanned. It cost around \$120. I offered \$85. I will ask PPLD what their position is on 3D scanning copyrighted objects. As long as you do this for personal use and not for resale, I cannot imagine any issue.

It's about 9 ½" long, 6 ¾" wide, 2 ¼" tall, and weighs about 5 pounds.

It could be a background building, perhaps 4" deep. The next view is the best view of the cavity. The walls slant inward. What impressed me was how different the building looked from various angles. My current plan is to fill the cavity with lightweight hydrocal over styrofoam.



The doors and windows are approximately N-scale. I plan to do a 3D scan with PPLD's scanner at 21C and upscale it to create four HO-scale buildings. For buildings that will be background, you always have the option to alter their dimensions independently and shorten print time. No matter how you "slice it," any attempt to print the building in a single pass would exceed PPLD reservation time limits. Still, some pueblos were quite massive and four or five stories high.



21C Scanner --- \$2100?

What Can Be Scanned? 

Great to Scan Under
Auto Scan Mode



- Objects larger than 30°30°30 mm (1.2°1.2°1.2 in)
- Objects smaller than 250°250°250 mm (38°38°38 in)
- Object weighing less than 5 kg (11 lbs)



Difficult to Scan

- Transparent objects like glass
- Shining or reflective objects like varnished metal parts
- Dark color object like black keyboard
- Fuzzy objects like hair
- Solution: Painting white powder on objects will improve the scan quality.



Do NOT Suggest
to Scan

- Moving objects
- Hollow pattern object like Eiffel Tower souvenirs
- Objects smaller than 30°30°30 mm (1.2°1.2°1.2 in)



Note: If the size and weight of the object are out as mentioned above, please scan on tripod without turntable by Fixed Scan Mode.

Low Tech Little Boxes on the Hillside --- Taos Mercado



The building on top was a crude “proof of concept.” Two N-scale double portals were on the ends, with a HO-scale portal in the middle. The bottom building is shown with embossed vinyl and looks a lot more professional. I will cut out the recessed portions and add an interior wall. There are some imperfections in arch alignment that I will have to clean up.



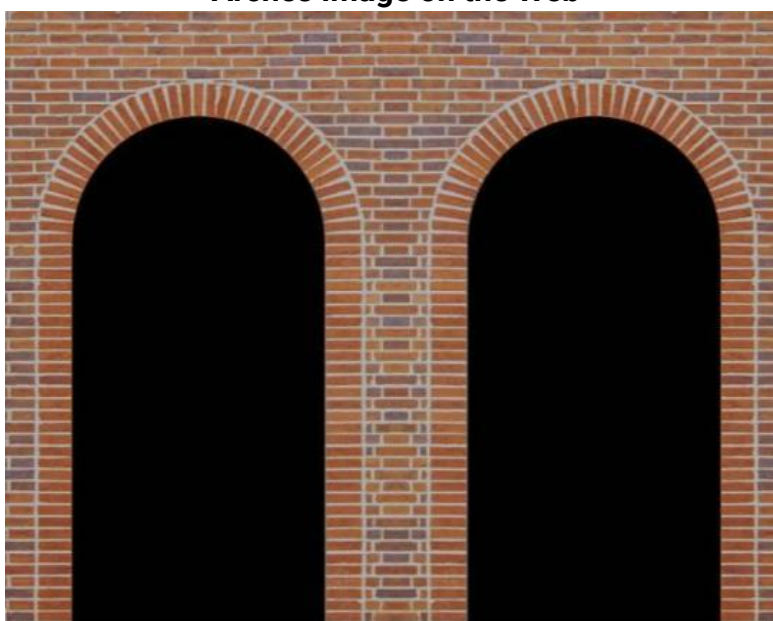
As you see from the picture, the prototype actually has covered wooden posts.

The glueless and nailless “two-storey” square building shown in a previous column could certainly be laser cut.

The arched walls could be partially cut out to make the windowed walls of a church.



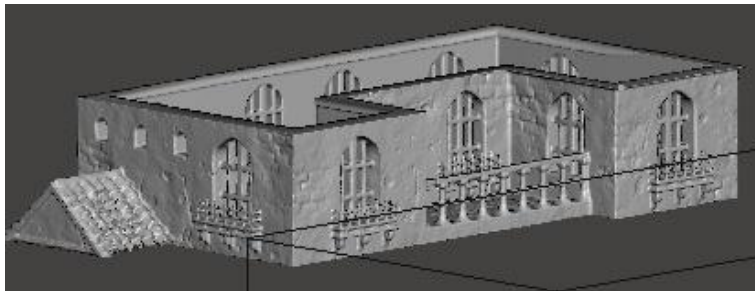
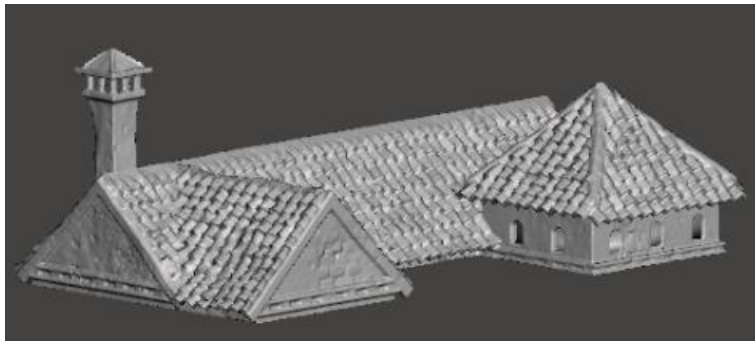
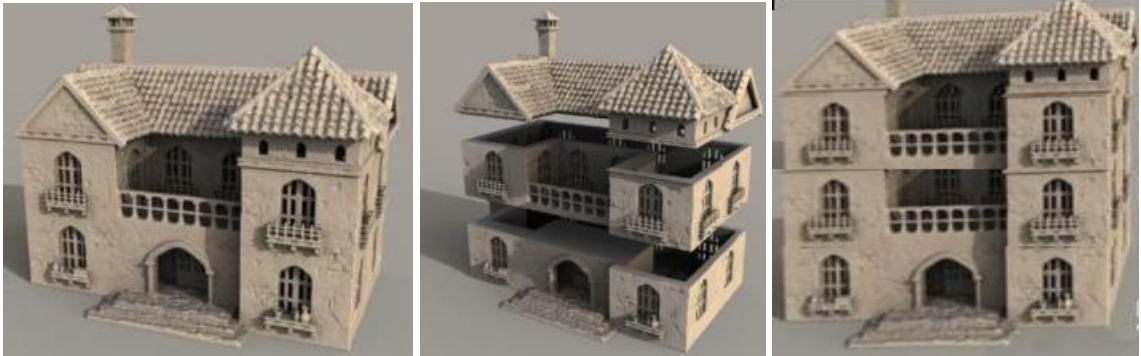
Arches Image on the Web



This is the kind of picture that a computer could scan over a black background to create a monochrome image that could be sent to a laser. The height could be shortened.

“Layered” of the Spanish Manor

This is a great example why you should “layer” buildings when you print them. Lower stories should be like open boxes (so the printer does not have to waste time and filament printing supporting for a ceiling). Roofs should be printed by themselves to avoid wasting time printing supports. Also, I like the building. The building could be reimagined as a trilevel as shown in the third image.



The midlevel STL file above shows the roof that will be over the doorway of the ground level.

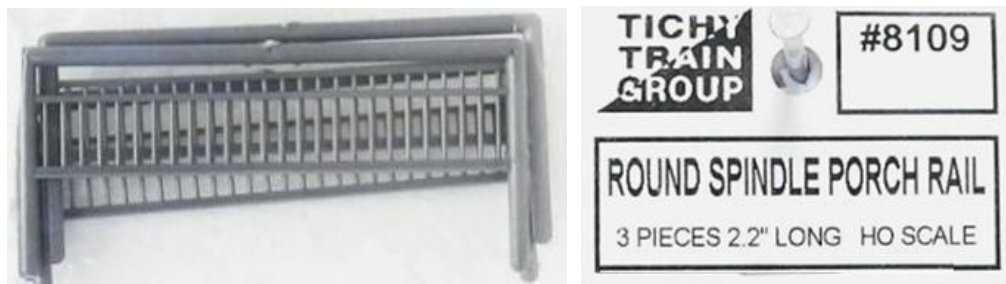
Well, I ordered the 3D files online and downloaded them—the war-damaged version was the link, oops. I sent a message to them, and they sent me the link to the pretty versions. I downloaded and thanked them. I’ve had good luck getting vendors to correct their oopsies. Note that this building is not symmetrical.

I would argue that the balcony floor should be attached to the bottom of the second level, not to the top of the ground level, and the side entrance roof should be printed separately or as part of the second floor.

As I mentioned previously, 3D print programs like Prusa Slicer let you scale objects in X, Y, and Z dimensions independently. However, filament size can be a problem for very fine elements.

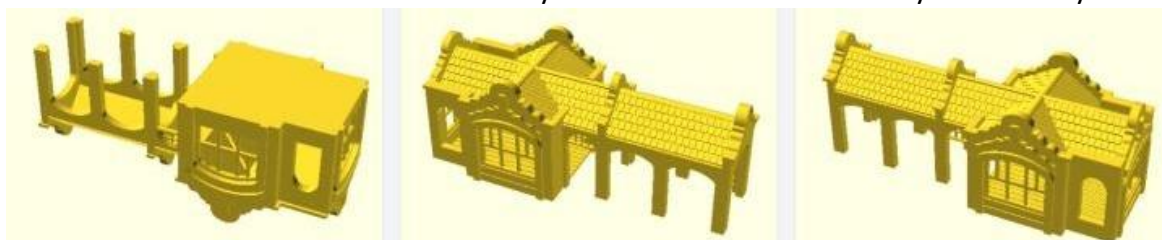
Given lab time limits, I suspect each floor will have to be divided into two or three pieces.

Tichy Train Group has a variety of railings you could use instead:

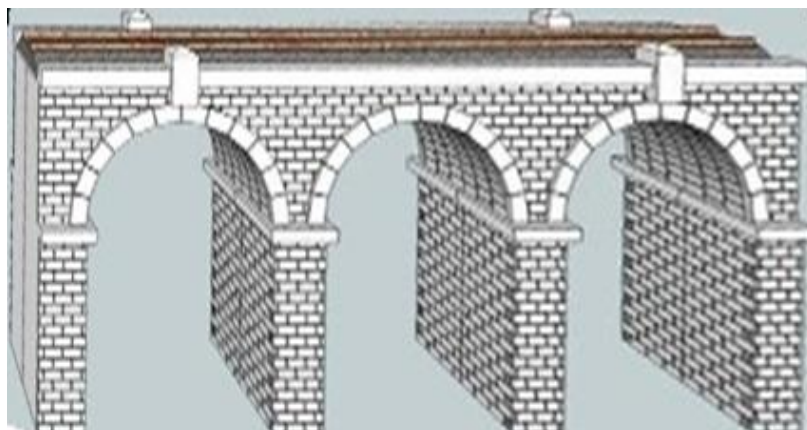


Mirroring

There is free software on the web that will let you mirror an STL horizontally or vertically.



One example that comes to mind is using the two upright STL files to make a longer symmetrical station. The only vertical mirroring application I can think of is an arched bridge, where you would want the deck upright and the arches facing upward to minimize having to print supports by printing them upside down. This is a free STL from Cults3D.



Disneyland, Disneyworld Stations



Disneyland and Disney World stations are similar but different. The land is asymmetric, as shown in the 3D model above, but the World is symmetric. The world looks similar to the Lionel station and to the Catalyst/ Harvey House station in Colorado Springs.

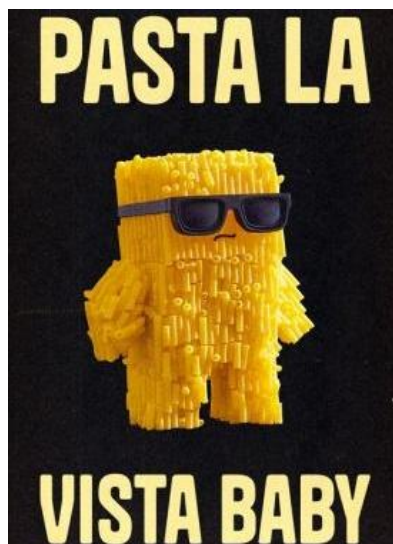


My plan is to build the Lionel Station and then the less ornate Catalyst building. The Harvey House does not have a central tower.



Throw spaghetti against the wall to see what sticks.

I bought this image off the web. I wouldn't want to get "terminated."



Show and Tell: Anything Goes and Free-form

By Tony Pawlicki

This note outlines rules for the **Show and Tell** session/contest at the MAY 2025 Pikes Peak Division NMRA meeting. Free-form show-and-tell has no rules, so do a little presentation. Rules, per se, apply to the (normally) bi-monthly "**salvage and resurrection**" events. The event (sort of a second, less formal, contest) was inspired by our late beloved Division Superintendent's notion in his March 2023 Milepost Conductor's Corner column.

This event was announced a bit over two months in advance (in the MILEPOST just before the April meeting) to give folks enough time to prepare their entries. For May, the salvage and resurrection topic is ANYTHING AT ALL, continuing our effort to get more participation.

Starting with the June 2024 meeting, we now have two parts to the event:

- The **theme-specific** contest/presentation (for March, it is ANYTHING AT ALL).
- NEW FEATURE: **Free-form show-and-tell**, on any topic you choose. This feature is being added by popular request - folks have suggested this to our Superintendent.

GENERAL IDEA for the theme-specific part (ANYTHING AT ALL this month):

- Grab an old, failed project you couldn't bring yourself to discard (or a disaster picked up at a train show or store).
- *Plan a fix* (turning it into something good, though not necessarily creating what you originally planned), then *actually fix* it.
- Bring it, display it, and then stand up after the regular model contest and tell us about your adventures.
- **The show-and-tell aspect is the main thing.** Given enough entries (3), there'll be a contest aspect too, but the main goals are having fun salvaging something and entertaining the rest of us with how you had fun.

THIS SESSION'S THEME: ANYTHING AT ALL, to encourage broader participation.

EXAMPLES:

- An example and the rules were provided in the April 2023 Milepost.
- To remind us that the salvage and resurrection project need not be a considerable effort, **the January 2025 Milepost provided an example (SALVAGING INTERNATIONAL HOBBY CORPORATION (IHC) DTI 10175) where just one significant change was needed to "save" the model.**
- This was also an example of **a model that needed saving right out of the box.** A model doesn't always need saving just due to having lived a rough life post-purchase.

UP2010 – Boy Scouts of America

By: Mark Fuerstenberger

Many of us who are in the hobby of Model Railroading often try to model trains from the past. Perhaps it was your favorite locomotive, a consist that you remember from your younger days, a historical moment that you are trying to recreate, and the possibilities go on and on.

In this case, I found a train consist that looked interesting to me, so I did some research on it. It was the Union Pacific Shiloh Limited in 2012. This train was put together to honor the 150th anniversary of the Battle of Shiloh during the Civil War. The train left Cheyenne, WY, on March 22, 2012, and headed east across Nebraska. From there, it dropped south across Kansas, Missouri, Arkansas, and on to Memphis, Tennessee. The lead steam locomotive in the consist needed no introduction as it is the legendary UP 844 and its extra armor yellow water tenders. Behind that was the UP2010 Boy Scouts of America locomotive, Union Pacific support cars, several heritage cars, and a flatbed carrying historic cannons. How cool is that!

Two years before the Shiloh Limited excursion, in 2010, Union Pacific released locomotive UP2010 to commemorate the 100th Anniversary of the Boy Scouts of America. Since this locomotive is not readily available for purchase anywhere, I would have to recreate it. I found an HO Scale Broadway Limited ES44AC #8096 on eBay, the closest locomotive to the actual unit. I also found decals for UP2010 from Fusion Scale Graphics decals.



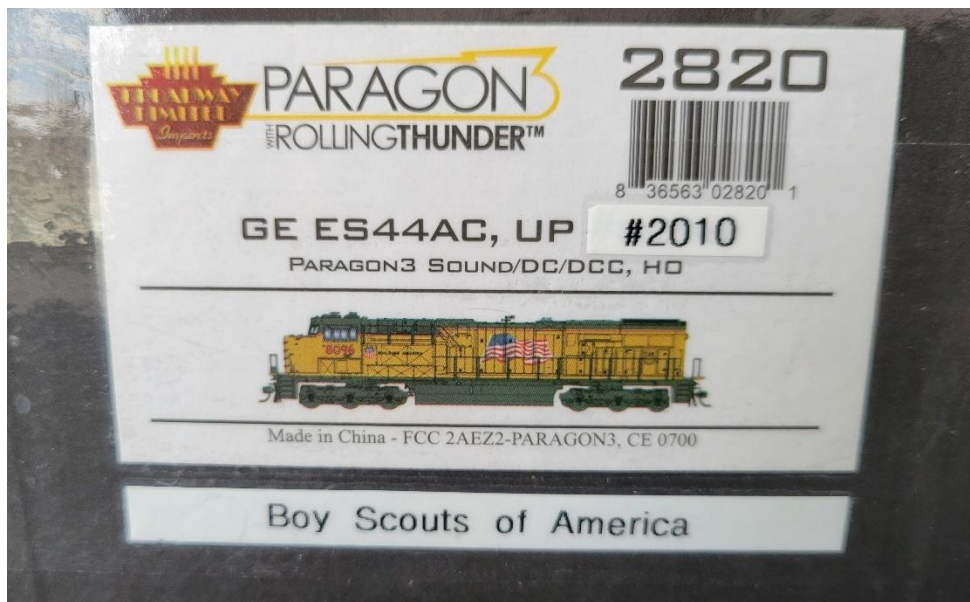
Once the locomotive arrived, I started stripping off the lettering of 8096. I would cut a piece of paper towel to the size of the decal graphic on the locomotive, then wet it with Walthers Solvaset and let it do its job, softening the graphics. After 30 minutes, I would remove the paper towel and lightly dry the area. Next, I would apply a scotch tape, rub it thoroughly for adhesion, and gently remove it while pulling off the graphics. Overall, this worked well, but I had a few stubborn areas that took additional rounds of Solvaset and even a little scraping with toothpicks and firm Q-tips. Ultimately, I could remove all the graphics while keeping the yellow paint intact.



Using the decal set from Fusion Scale Graphics, I applied the numbering and graphics for UP2010.



Amber assisted me in creating box labels for easy identification of each locomotive.



April 2025 Minutes

Secretary, John Emmot

Superintendent Mark Fuerstenberger called the regular monthly meeting to order at 7:03 in the community room of the Sand Creek Police Station. There were 22 members present and one visitor, Joe Haddan. I was glad to see Joe.

Secretary Report

The minutes of the March meeting were accepted as published in the Milepost.

Treasurers Report

Tony had hard copies of the treasurer's report. The statement reflected the interest payment, drawing receipts, an anonymous donation, and the TECO stipend. It was accepted as presented.

Announcements

Mark asked about those who attended the Rocky Mountain Train Show last weekend. Several folks who went said there were many people there, it was a good time, and Dave Naples was looking good after his back injury. Kristin said many Scouts qualified for the Railroad Merit Badge on both days.

Mark asked about a summer PPD activity. The Royal Gorge meal train was suggested and received widespread support. Amber will check schedules and costs to consider. More info will follow.

The PPD layout tour was discussed, though David Solley was absent. Tom Heinz indicated a willingness to help, and Mark said he would get David and Tom to talk.

Mark related the story of Amber's daughter's encounter with a fire hydrant on an icy road. Mark engaged Dave Blackham to repair the damage to the car. Mark said he was very pleased with the repair quote and wanted to reward Dave. He found a Rio Grande diesel he could pick up and deliver on time. He saw Dan Raap's online store and warehouse of merchandise. He wanted to let everyone

know about the Mother Lode site and his good supply of model railroad equipment. Contact at: <https://www.ebay.com/str/motherlodemodelrailroading> He is open for 'shopping' at least one Saturday morning per month.

With reference to PPD module setups, it was suggested that we might consider attending the Sherman Hill Show in Cheyenne, WY, June 28-28. Participation would depend on having enough modules and operators to make a show.

Tony reminded folks of the show-and-tell in May. Any topic or model is OK. Please think of something you can share.

The May contest is for offline buildings.

Contest

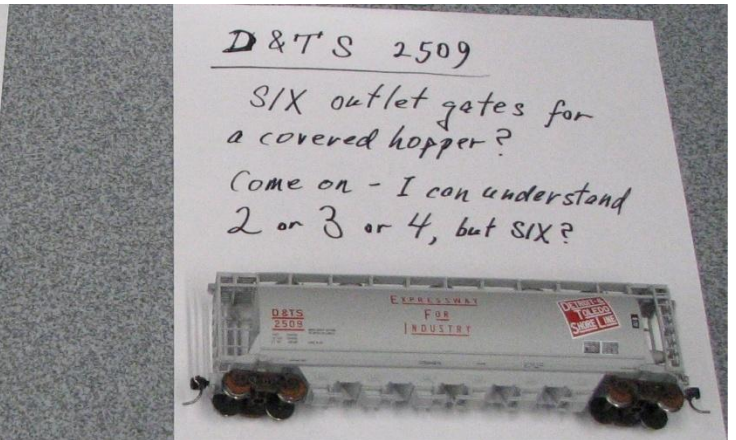
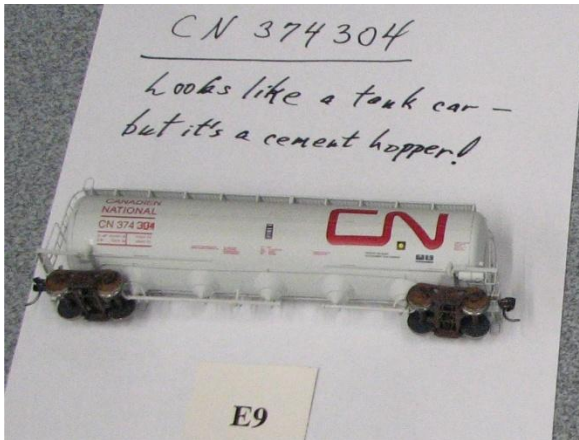
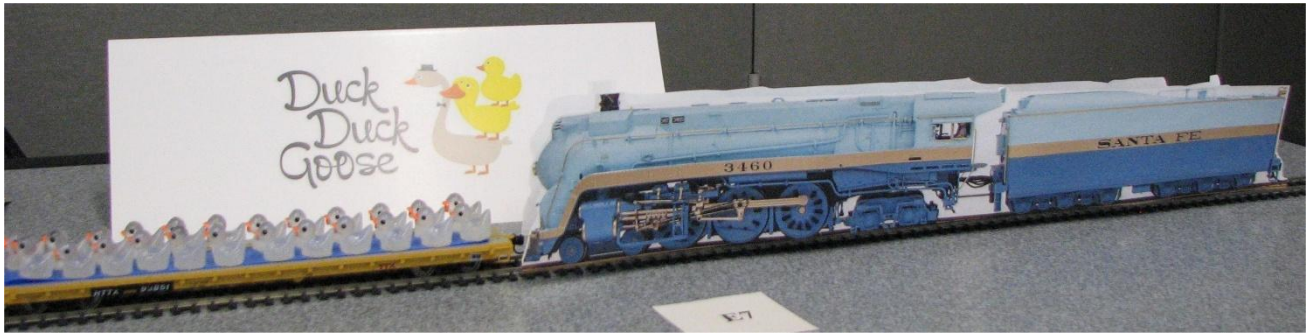
There were three entries for the competition. Tony had a couple of oddball cars, one with a round-bodied hopper car, second place, and a six-dump hopper, third place. Mark offered a variation of duck, duck, Goose with the Santa Fe Blue Goose locomotive, first place.

Program

Mike Maline presented a program on the Virginia and Truckee Railroad. He discussed the car roster and the freight pattern of the very successful railroad. Traffic consisted primarily of gold and silver ore and mine-related materials such as timber and machinery. He had a display of his 3D-printed ore cars.

The meeting was adjourned at 8:09.







Notes from the Siding

By John Emmot

My mind has turned to Swiss cheese—more holes than substance. Once again, I had spaced the dates, even after I had updated the website, I still forgot until David reminded me. Along with forgetting meeting schedules, I am also not keeping up with my modeling. I have several projects for myself, and Dave is waiting for progress. I have Moffat refrigerator cars in mid-production. They need ladders and roof walk installation. I need to go with Gerry and print some black and white decals. I have Consolidation and Mikado locomotives needing DCC installations. It can happen, but only if I do it.

One thing that did happen was a trip to Calhan. There was a planned workday last weekend, but the weather, illness, and houseguests for participants kept them away. My friend and I went out and got some materials to allow me to complete some work at home. That will quicken progress when we go out and work on repairs to the vandalism of last summer. It would be possible for two- or three-person crews to work simultaneously, if they were available. Any help would be appreciated. We need light work with small hand tools.

Planning is underway for the next two TECO shows. We have a 'reservation' for the South Hall on November 2 and 3, 2024, at the CS Event Center and a request for February 2025. The intent is to focus on local layouts first. Keep those dates in mind.

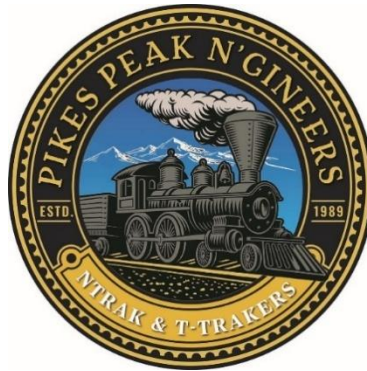
Don't forget the Division field trip to Leadville in July. I hope my lungs will let me go, but it's too soon to tell yet.

There wasn't much interest in the buildings in Jerry Hansz layout at the last meeting. It is unfortunate, but understandable. While it would be nice to have something from Jerry, I have passed the time when new acquisitions make sense. Collecting the material and storing it until the next

TECO show where it could be offered to new owners is more than the current membership could handle. Jerry's work will live on in pictures only.

The subject of alternate meeting time was surfaced at the last meeting. It is an interesting idea, but it comes with concerns over attendance at other times. The current membership knows the schedule and plans to be there, or decides they will miss. I doubt a greater number would be present on a different schedule, though I can't prove that. Finding a time other than Friday evening might get some who can't make it on Friday to attend. Perhaps a survey/poll of the NMRA members to see if any would attend if the meeting were held at a different time would be illuminating. Finding a venue would be a consideration.

Hope to see a crowd 'round' the roundhouse on Friday.



PIKES PEAK "N"GINEERS MODEL RAILROAD CLUB

By Mike Peck



Usually don't see these until September.



Tail end of a mixed freight.

Superintendent's Corner

Glenn Hobbs, PPNG Superintendent

This month, I would like to discuss some possible summertime activities for the club. I will add items to May's board and business meeting agendas for discussion about this subject. I would like you to think about train trips, picnics, and field trips to museums, layouts, etc. John Grier also reminded us about pizza and potlucks behind the club, which is trackside.

We brought up this year's train trip earlier this year. The Durango and Silverton were brought up. We looked at going in May as this coincides with the NMRA Rocky Mountain Region Convention. It turned out that only 4 of us are going. Perhaps it was the expense. It's a 5-hour drive each way and entails an overnight stay. In this case, about 4 nights to cover the convention. Joe, Kristen, Deb, and I are going. With that in mind, let's think about another trip this year. One that is closer and more

affordable. Some possibilities include the Royal Gorge Train, Tiny Town, and the Georgetown Loop. These are just a couple of close examples. As Colorado has a rich history in railroading, there are numerous possibilities.

There are many good possibilities for field trips to area museums. In the past, the club went to the Colorado Model Railroad Museum in Greeley, the Trolley Museum off Filmore, and the Colorado Railroad Museum in Golden. We could also consider going to the Forney Museum of Transportation in Denver. The museum features a 20' by 100' N-Scale layout that models the rail line from Denver to the Moffat tunnel. We could also consider visiting the Railroad Heritage Center in Calhan.

Let's also try to plan a club picnic this summer. Past locations have included Dirty Women Park in Monument, which is next to the Joint Line. Parks in Colorado Springs and Fountain also offer train spotting possibilities. Club members have graciously opened their homes to host the picnic.

Finally, let's consider John's suggestion about having pizza and potluck parties at the club. When I saw his suggestion, I thought it was a fun idea.

The Rocky Mountain Train Show

By Glenn Hobbs

On the weekends of April 5 and 6, some of us went to the Spring Rocky Mountain Train Show in Denver. This year, we set up on Thursday, a day earlier. This was done to avoid issues with getting the trailer inside the building and close to the assigned area. This would also give us an extra day to set up if needed. It turns out, we were set up and running on Thursday. This was despite Deb and me being delayed significantly because of a bad rollover accident between Academy and Briargate. All northbound lanes were closed, and we had to use the shoulder to get by the accident. By being set up on Thursday, we also avoided the snowy weather on Thursday evening and Friday.

The Rocky Mountain Train Show is one of the larger train shows. It is billed as the largest train show west of the Mississippi. There were almost 20 layouts representing just about all gauges from "T" to 7-1/2" gauge. Besides the layouts, there were just over 150 dealers and exhibitors. There were also close to 30 manufacturers at the show. Most of the well-known manufacturers were there. This included Atlas, Bachman, Broadway Limited, SoundTraxx, and Walthers just to name a few.



This is "T" scale (1:480 or 1/40th of an inch). The whole layout fits inside a plastic tub.

On Saturday, we started with light flurries and cold temperatures. Conditions improved as the day went on. Sales were not as good as last year; however, we sold many items that did not cost a lot. On Saturday, Mike, Mary, John Sherwood, his wife, Deb, and I. Layout operations went very smoothly with almost no uncoupling or derailments. We set up on three 8-foot tables in an "L" configuration. Sunday saw a significant improvement in the weather. Attendance was lower that day. Mike, Mary, Deb, and I started running the layout and the sales table. Again, trains ran with almost no issues. Sales were also much lower. Later in the day, MJ joined us to see the show and to assist with teardown. That process went very smoothly. However, loading the trailer into the facility was a bit of a nightmare. Despite being asked by train show staff only to bring in your vehicle when you are ready to load, many did not follow those instructions. Poor Mike had to try several parking locations so we could load up the trailer.



This is a T-Trak layout from a sister T-Trak club in Estes Park. Note the module's width.

Our sales on Sunday were very slow. Overall, I felt the show went well for the organizers and our club. They have already announced the dates for next year's show. The dates are April 10 and 11, 2026. They have not specified a location. The National Western Complex is slated for demolition later this year. However, the facility will become the new National Western Center. Part of this new facility is the Sue Anschutz-Rogers Livestock Center, which is slated for completion in December. I guess that it will be the location of the next show.



This is a shot of the center of our layout and sales tables. I caught Glenn right after he took a bite.

DCC Primer

By Glenn Hobbs

This is the first of a series of articles that attempt to explain digital command control (DCC) in very simple terms. DCC is used extensively at the club. Some of you may have only DC locomotives and are looking at DCC ones. Some may be curious about setting up DCC on your home layout. Finally, this series of articles is for anyone who would like to better understand DCC.

Traditional DC would control the locomotive by varying the voltage to the track, i.e., a power pack with a built-in throttle. The throttle would increase and decrease the voltage to the track and cause the train to speed up or slow down, respectively. More expensive throttles would pulse the current to enable gradual startups or stops, like a real train would. Just about all power packs/throttles would include a switch to change the polarity to the track, thus causing the train to change direction.

Things got a little challenging if you wanted to run more than one train on the layout. You could run both trains from the same throttle. However, you have no independent control over each train, and the faster train would eventually run into the slower one. Sometimes sooner than later. You would need to have a throttle for each train to control each train independently. You would then need to wire your layout into blocks like a real railroad. You have a toggle switch for each block to select the throttle for your train as it enters the block.

You would first replace the DC throttle with a DCC command station to run DCC. Next, you would need DCC locomotives. In other words, the locomotive would contain a small circuit board called a decoder. Unlike DC, the voltage for DCC will always be the same. The command station would communicate with the locomotive through track wiring. You can now independently control the train via the decoder in the locomotive. Some basic things you can do are control the speed, change the direction, and control the lighting, such as headlamps, ditch lights, etc. More expensive decoders include sounds that mimic a real train, like horns, whistles, bells, brakes, etc. Of course, there would also be the locomotive's sound, which would vary if it is accelerating, moving at a steady speed, or slowing down. The command station controls all these features. Each locomotive would have a decoder specific to that locomotive.

Each locomotive's decoder would have an address assigned to it. You would enter the locomotive's address into the command station or the separate throttle. In most cases, a new locomotive, out of the box, has a default address of 3. You will want to change the address to match the locomotive's road number. This is the number on the side of the cab. To change the locomotive's address, you would need a programming track. This short section of track is wired separately from the rest of the layout. In some cases, you could use the main line. However, it is recommended that you have a separate section of track. I will talk in more detail about wiring and accessories in a later article.

In this first article, I explained some of the basics of DCC and how it differs from DC. I also covered some of the advantages and disadvantages between DC and DCC. In the next article, I will discuss some of the basic equipment needed to get started with DCC and cover the layout wiring for DCC.

National Train Day & Open House

Saturday, May 10th, is designated National Train Day. The clubroom will be open from 11 a.m. to 3 p.m. Hopefully, we'll see some train action. AMTRAK used to send out items to hand out on this day, but not anymore.

Saturday, May 31st, the clubhouse will be open from 11 a.m. to 3 p.m. Nonmember guests can come down and run trains with us. We've had some good turnouts during the open houses, except when it snowed. The club plans to keep the monthly open houses for the rest of the year.

Train Action at the Clubroom

When we go to the clubroom to run trains, we sometimes get some real train action coming by. Sometimes it's a coal train, you know how excited we get when it's a coal train! Sometimes there is

a tanker train or mixed freight, and sometimes a rail inspection train goes by. Yes! We don't always have our cameras ready. One Saturday, I was outside when a mixed freight came by. I didn't get the beginning of the train, but I did capture some of the rolling stock.



Tank and refrigerator cars.



Prime double-stack containers



Older J. B. Hunt containers



New J. B. Hunt containers



Other containers along with a BNSF 8002 locomotive



We may get to see more of these container trains come by. Other trains we have had go by are wind turbine blades, turbines, nose cones, airplane fuselages, cement, and grain trains, just to name a few.



On April 25th I saw this all FEDEX container train go by the clubroom.

Bob's Memorial Stone at Calvary Methodist Church



Club members who showed up for Bob's steppingstone placement were J, Dave & Lee, Mike & Mary. Two other memorial stones were placed at the same time. Once in place, those in attendance told stories of those represented there. Of course, Bob received the most stories.

ColoRail Article

ColoRail May 10 meeting will review new plan to start Front Range Passenger Rail by 2029

For its spring meeting, the Colorado Rail Passenger Association will welcome **Lisa Kaufmann**, Senior Strategic Advisor to Governor Polis, who is leading the development of a plan to inaugurate train service from Denver to Ft. Collins by 2029. Lisa will also speak about the recently finished service development plan for Mountain Rail, a train from Denver to Craig. We will also hear from **Jeff Dawson**, Engineering Manager - Passenger Rail Program at CDOT, about a study of the possibility of running passenger rail service from Pueblo to La Junta, where it would meet the daily Southwest Chief.

A March 1 report, mandated by the legislature last year, explains how our state can build Denver to Ft. Collins service with existing funding sources, without receiving new federal dollars. The money would come from two new fees the Legislature enacted in 2024. One charges \$3/day on car rentals. The other is a fee on the production of oil and gas. The car rental money is entirely devoted to rail. Just 20% of the oil and gas money goes to rail, with 70% helping local transit agencies and 10% for competitive grants.

ColoRail meeting details

Date: Saturday, May 10
Time: 10:00am - 12:00pm. Join us from 9:00 to 10:00am to enjoy a continental breakfast and network with rail enthusiasts, professionals, and local and state officials.
Location: Auraria Campus, Denver.
Building: Tivoli Building, the Zenith Room, room 640. Guests should enter from the east side of the building.
Transportation: RTD Light rail to the Ball Arena stop; or, Tivoli

As you can see from the article above, the idea of a front-range passenger train is not dead.

PPNG Editor's Notes

Spring has sprung, and summer is just around the corner. With the warmer days coming, the urge to get outside to enjoy the views of Colorado is starting to make the blood boil—IE, SPRING FEVER! After I read Glenn's list of things to do, my mind took off on other ideas. A day trip to the Granby Museum would be fun, and the scenery along the route is fantastic.

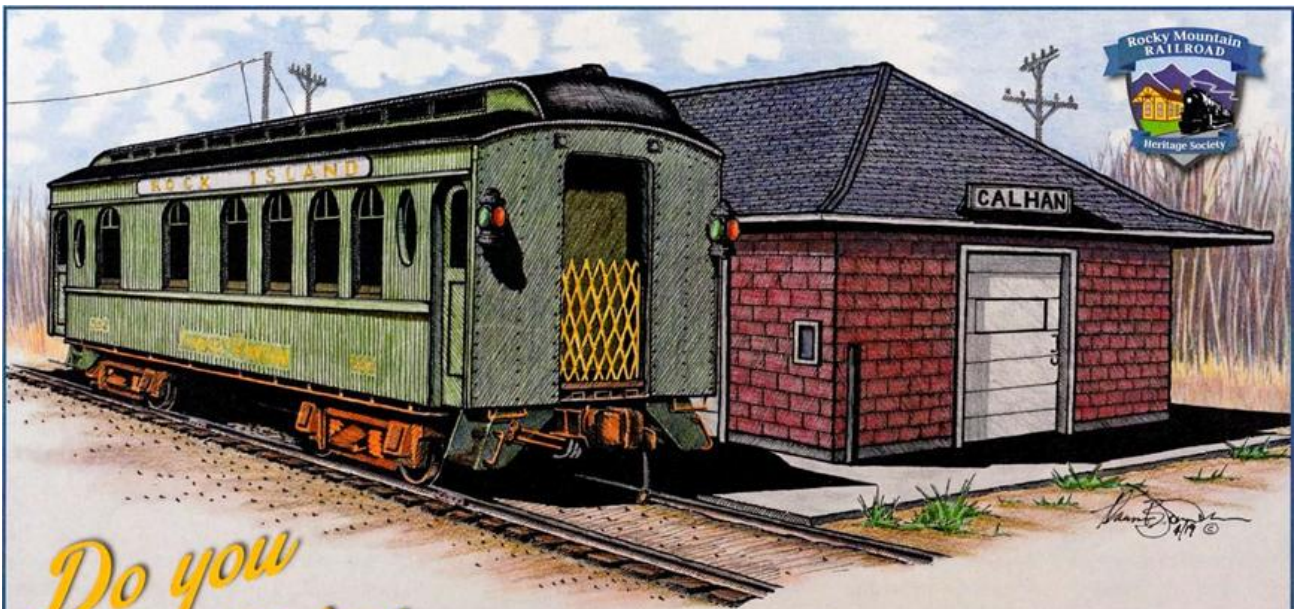
Ever since childhood, my dad has taken us on road trips. Almost everywhere we went, some abandoned railroad roadbeds were long gone, but Dad knew the stories and could have used a tape recorder back then. Another day trip idea could be a trip up Gold Camp Road via Old Stage Road and then down Phantom Canyon, which would be a great picnic trip.

I traveled the DSP&P line from Nighthawk to Como, then followed as best I could to Garos, then over Trout Creek Pass, then up to Hancock, then hiked to the east portal of Alpine Tunnel. Now that the grand palisades are repaired, maybe I will take a trip to the west portal of Alpine Tunnel, a trip over Boreas Pass, and a picnic at the summit or water tank.

How about a trip over Marshall Pass, part of the narrow-gauge loop? I can keep going, but I need to quell my enthusiasm. I hope you get the idea.

Please keep the articles and photos coming. I could use articles on how you built a structure, bridge, module, or animation idea. I have noticed that the public is attracted to modules that have lights and some sort of animation. Those who take the time to check out all the modules can't believe all the details we place on them. I like scenes that call for a story to explain them. Our dinosaurs really help with this.





*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