



The
Milepost

Volume 40, Number 11 — November 2020
The official newsletter of the Pikes Peak Division
Rocky Mountain Region — National Model Railroad Association.



NEXT MEETING:

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

Friday, November 13th, 2020 at 7:00 PM

The New Sand Creek Police Station 950 Academy Park Loop

(Northeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

Calendar of Events

February 14th, 2020 (Friday)

NMRA-PPD monthly meeting.

Contest: Any Railroad Item

Program: {to be determined}.

March 13th, 2020 (Friday)

NMRA-PPD monthly meeting.

Contest: Locomotives - Steam and Diesel

Program: {to be determined}.

April 10th, 2020 (Friday) – Cancelled

NMRA-PPD monthly meeting.

Contest: "Bent Screwdriver"

(unusual April Fool items)

Program: {to be determined}.

May 8th, 2020 (Friday) – Cancelled

NMRA-PPD monthly meeting.

Contest: Your Oldest Model Railroad Car

Program: {to be determined}.

June 12th, 2020 (Friday) - Cancelled

NMRA-PPD monthly meeting.

Contest: Small Railroad-Related Structure

Program: {to be determined}.

July 10th, 2020 (Friday) - Cancelled

NMRA-PPD monthly meeting.

Contest: Gondola - with kit-bashed load

Program: {to be determined}.

August 14th, 2020 (Friday) - Cancelled

NMRA-PPD monthly meeting.

Contest: Caboose (Completed in last 3 years)

Program: {to be determined}

September 11th, 2020 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom

October 9th, 2020 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom

November 13th, 2020 (Friday) – Cancelled but Zoom

NMRA-PPD monthly meeting held on Zoom

December 11th, 2020 (Friday) – TBD

NMRA-PPD monthly meeting

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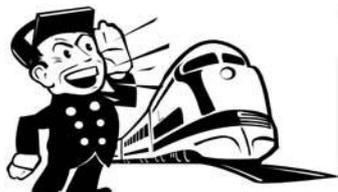
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The Milepost, Volume 40, Number 11, November 2020, is published monthly, as an electronic document (Adobe PDF file), by, and under the authority of, the Pikes Peak Division (Rocky Mountain Region), of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We'd love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroad (and railroad) activities. All content in this journal is copyrighted to its respective owner unless otherwise noted. Please do not use content from this newsletter in other publications, newspapers, magazines, books, web sites, etcetera, without explicit case-by case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address of: dave@bristow-family.org Thank you.

Editor's Thoughts

Sometime ago my brother-in-law, a professor of history who was working on an article about engineering asked me, knowing I was a train buff if I had ever heard of the Columbia University's locomotive in an underground vault. I had not, so of course I had to find out more. He gave me a lead in a newsletter article¹ from the "Columbia Daily Spectator" published by the Department of Mechanical Engineering of Columbia University.

The story starts with the 1893 Columbian Exposition at Chicago where Baldwin Locomotive Works displayed a high-speed passenger locomotive named "The Columbia" in honor of the exposition. It was a 2-4-2 prototype of a new type of express passenger engine.

"The Columbia, built in 1893, exhibited the latest advances in high-speed locomotive design. To generate the heat needed to make steam, steam locomotives burn fuel in a chamber called the firebox. To this time, most fireboxes were fitted between the two rear driving wheel axles, a practice that limited firebox size. The Columbia, however, employed a firebox so large that it sat behind the rear axle and was supported by a set of trailing wheels. The larger firebox generated ample steam for hauling heavy trains at sustained high speeds. After the Columbian Exposition, the Columbia was tested on multiple railroads. During trial runs on the Baltimore & Ohio, the engine easily maintained established schedules with nine-car trains of 500 tons.²"

As the wheel arrangement met with little success because of its uneasy riding qualities Baldwin Locomotive Works did not build many of this type of locomotive. In 1898 Baldwin donated the exposition's locomotive to the Columbia University Mechanical Engineering Department. The university set it up in the vault between Havemeyer Hall and the Lewishon Building previously called the Engineering Building. The vault held several laboratories one of which was the Locomotive Laboratory as described in the university's catalog³:

"The Locomotive Laboratory, or Laboratory of Transportation Engineering, forms a department of the mechanical laboratories, which is made significant by the presence of the full-sized passenger express locomotive engine 'Columbia', presented to the department by the Baldwin Locomotive Works of Philadelphia. It is a standard-gauge engine, of the Vaucrain compound type, having four cylinders, and a power represented by 1600 H.P. It is mounted upon friction wheels, fitted with brakes and dynamometers, whereby it can be run at any speed in place up to sixty miles an hour by steam from its own boiler, while observations on tractive power, steam distribution, and coal and water consumption are conveniently made."

The 'Columbia' was used from 1898 through 1904. During those years it appeared that a Professor Hutton⁴ taught courses on steam engines and railway motive power and machinery and probably had students run experiments with the locomotive. From 1905 it was simply in the lab; it may have been used but there was no mention in the various catalogs of courses associated with it.

By 1917 'Columbia' had outlived its usefulness and as additional space was desperately needed for the newly established United States Navy Gas Engine School the locomotive was removed. As the locomotive was installed in place prior to the completion of the enclosing walls it had to be cut to pieces to get it out of the small entrance of the building. The Columbia's bell was installed in the gym where exams were conducted. Up until 1961 the bell tolled for finals.

My brother-in-law wanted to know what happened to the 'Columbia'. I had found the start of the story easily on the web but could not find the end. I approached our local library PPLD who pointed me to an

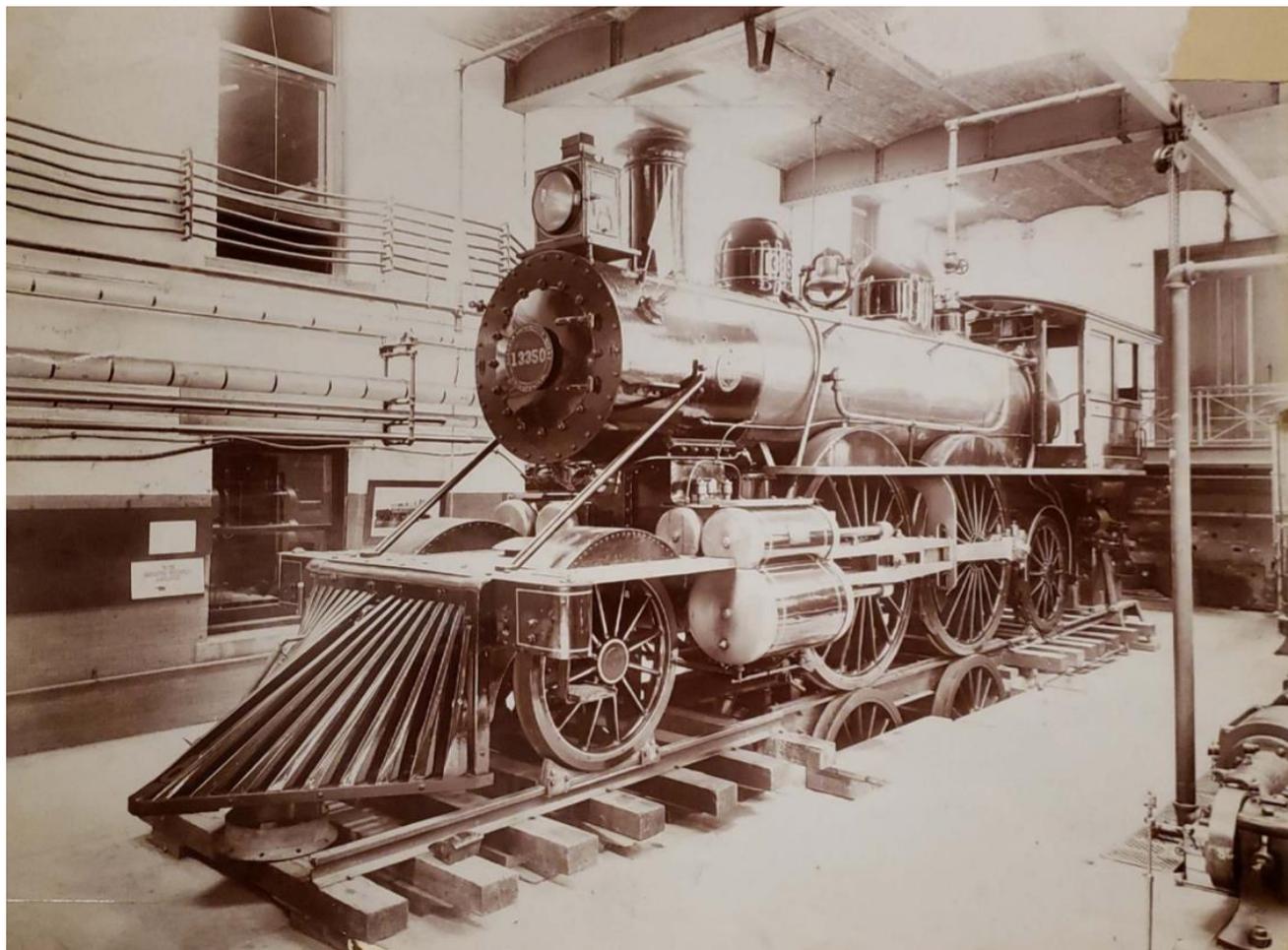
¹ "A GIFT TO THE UNIVERSITY" page 10, Vol. 41, No. 2, 23 February 1898

² "Columbia Baldwin model", Smithsonian website,
https://americanhistory.si.edu/collections/search/object/nmah_843766

³ "Catalogue 1898/1899", p 93, Columbia University <https://hdl.handle.net/2027/nnc2.ark:/13960/t5z61736f>

⁴ Ibid, p 90

archivist at Columbia University who helped complete the story. The archivist was extremely helpful and found in their Archives articles about the disposition of the 'Columbia'. The photo was provided by the University Archives, Rare Book & Manuscript Library, Columbia University Libraries.



It would be great if you would join us this Friday for the Zoom meeting

I hope this edition continues to find everyone and their families healthy.

David

November 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.

Please download and import the following iCalendar (.ics) files to your calendar system.

Monthly: https://us02web.zoom.us/meeting/tZlpfuqopzlvG9KyUL-mYdO8cNoXyOWNLy99/ics?icsToken=98tyKuGuqjlpGt2ctRiBRpwABor4b_TxmFhYjfp2hSrJT1qZiyuNcxNCqtQJ_b8

Join Zoom Meeting

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

Nominations & Elections



Per the Division Bylaws:

Nominations for Superintendent, Assistant Superintendent, Secretary, and Treasurer made by the Nominating Committee shall be accepted during the November regular meeting. Nominations will be accepted from the floor and verified by the Election Committee. Election of Officers will be held during the business meeting held in December. These elections shall be conducted by secret ballot, unless no opposition exists for any of the four positions. All successful candidates shall take office on January 1st following their election.

Can Opener Railroad Bridges

Separated grade crossing using bridges or underpasses is one of things folks design to eliminate vehicle and train collisions. In theory, that should work but there are many images and videos on the web and YouTube about “Can Opener Bridges.”



There are several throughout the country. They've feasted on hundreds of trucks and RVs. Railroad bridges have been around a long time and, over the years, road vehicles have gotten taller. Some RVs have had air conditioning units on top and had them shaved off. Despite the warning signs and despite even some automated system that flash warning messages when a tall vehicle approaches, many incidents have happened.

There is a dramatic incident caught on video where a drunk truck driver with \$100,000 worth of live lobsters got stuck under a bridge and a fire started in his cab top air conditioning unit. The lobsters were all cooked and \$17 million was spent replacing the bridge.

https://www.youtube.com/watch?v=Fc0avTFZrvA&ab_channel=WillemHebbe

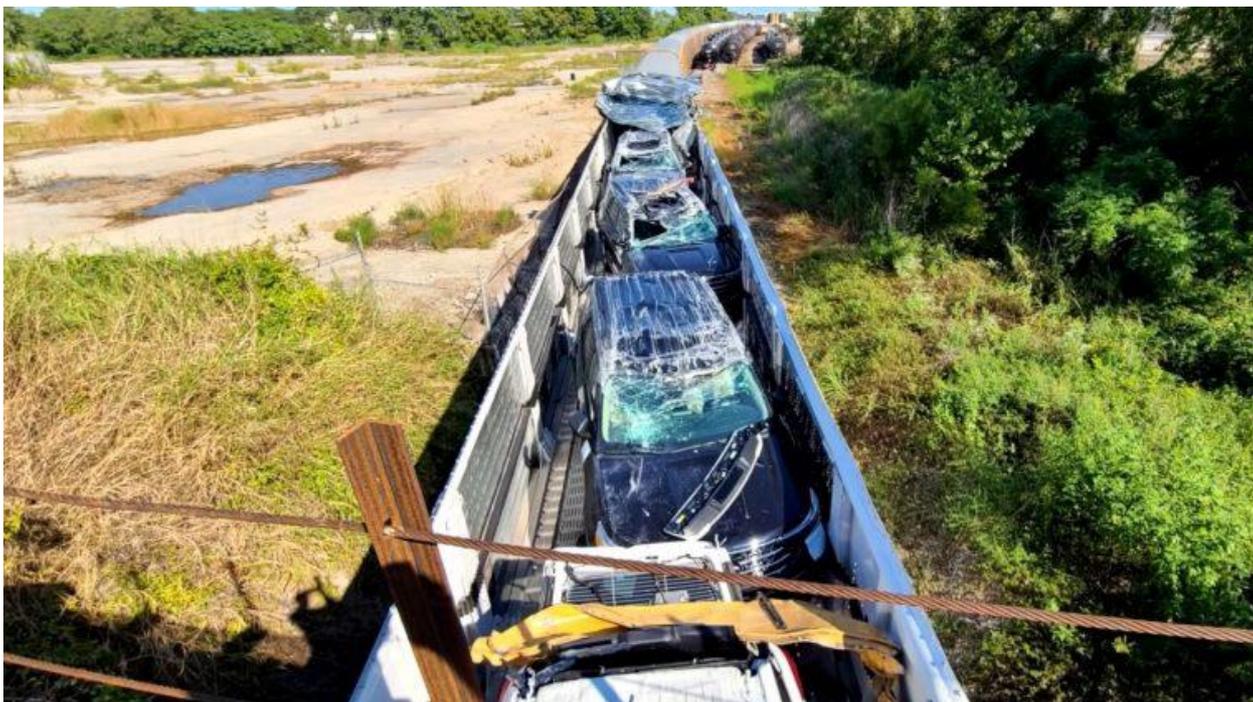
11foot8.com is a great website for videos but there are others on YouTube.

Sometimes, the railroads raise bridges to minimize the problem but not completely eliminate it.

On occasion, automobile drivers, not paying attention and in no vertical danger, hit the curb where the road narrows under a railroad bridge and bounce into a head on collision with incoming traffic. Again, that goes back to the days when railroad-built bridges were lower and narrower.

There are even videos of bridges over railroad tracks where trains have had over height cars getting wedgies or having roofs shaved off.

Could this be the elusive convertible car carrier?



Sometimes, railfans takes these pictures from railroad property which is illegal and dangerous. Railroad bridges sometimes have walkways so that employees can safely cross over. For all others, it is simply dangerous trespassing.

<https://youtu.be/oOpf-xw9FNU>

Yet another embarrassing attempt despite a warning sign at Enola, PA:



Here is a better view of the same or similar sign:



https://www.youtube.com/watch?v=O-JV9kgqKI8&ab_channel=CrossbuckProductions

SEPTA Bridge



This may be the lowest bridge in America:



Shark Eating Bridge in Enid, OK

Here is a hungrier bridge with a sign that even illiterates should be able to understand.



https://www.youtube.com/watch?v=yNYPO2sqcU8&ab_channel=NickLowC

Is there a standard?

<https://rvshare.com/blog/low-bridges/>

Has a great discussion of this issue. Modern RVs must deal with this challenge.

To ensure that most large rigs, such as commercial trucks, can continue safely and conveniently to their destinations, U.S. interstate highways require a minimal vertical clearance of at least 16 feet.



In urban areas, there must be at least one route to typical terminals that meets this minimum height. Other urban overpasses must be no less than 14 feet high.

Some railroad bridges are almost a hundred years old. Paying for upgrades is expensive and always a battle.

I would like to see someone model a truck or railroad car getting stuck under a bridge on their layout and send in a picture to the Milepost.

Rock Island Rail Reborn

Unlike many Fallen Flags, no one ever picked up the name of the Rock Island ---- until an enterprising short line in Sumner, Mississippi went for it. It's 85 miles long with half a dozen engines.



https://www.youtube.com/watch?v=rAKK8J7osWM&ab_channel=GenericRailfan

Here is their website and Facebook page:

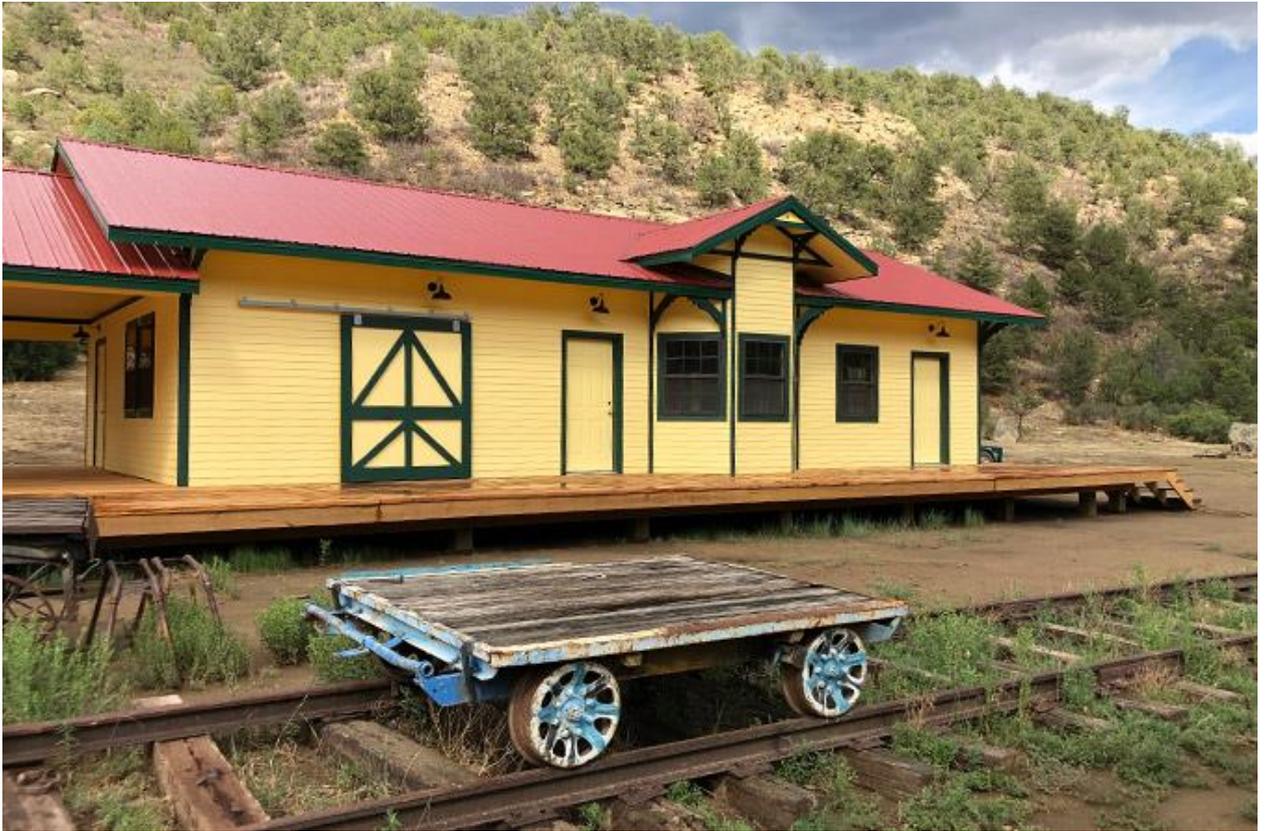
<https://rockislandrail.com/msdr-railroad>

<https://www.facebook.com/RockIslandRail/>

On a sadder note, walked the Midland Trail and saw this forlorn Rock Island caboose:



BNSF Donating Railroad Station to Philmont BSA



http://www.bnsf.com/news-media/railtalk/community/philmont.html?utm_source=facebook_corp&utm_medium=cpc&utm_campaign=rt_community&utm_content=depot&fbclid=IwAR1fQODOOc0A5oqAkJjiYQGY2v7NWYvWJIGQJ7ys6wP7euFl e91ZE4JNmA

COVID Apocalypse --- Increased Restrictions

As of today, October 23, 2020, Personal gatherings are limited to ten people, no more than two households.

The Colorado Department of Public Health and Environment (CDPHE) today advised Coloradans to limit personal gatherings to no more than ten people from no more than two separate households. The limit on personal gatherings is in response to an alarming increase in hospitalizations due to COVID-19. For more information, go to <https://covid19.colorado.gov/press-release/personal-gatherings-limited-to-ten-people-no-more-than-two-households>.

December 5 Swap Meet at Trinity Church?

Before the above took effect, we were given have permission from Trinity United Methodist Church to do this subject to COVID restrictions. We'd like feedback from vendors and members, especially the module group. Setup would be Friday night.

We fully understand that some folks might not want to participate and that the new restriction could well prevent this.

Though we have not specifically discussed it with the church, we could probably do a Christmas party there, at least under the old rules. I think we had about 25 people last year.

We can discuss both at the November Zoom Meeting and post results on ppdnmra.com.

To be honest, the CDPHE advisement above is pretty much a show stopper for both activities.

Typical El Paso County restrictions:

Booths or vendors at events must:

- Allow spacing for vendor load-in and loadout such that vendors and staff can maintain a distance of at least 6 feet from each other as much as possible.
- Add a minimum of 6 feet in between booths.
- Create a single line of booths instead of double rows. If this is not possible, create at least a 16 feet thoroughfare between the two sides allowing for a single file, one-way path down the middle.
- Require vendors to have market booth layouts that promote social distancing. Provide them with the space to do this.
- Create one-way traffic flow through the booths to prevent crowding or mingling.
- Use ropes, cones or tape to define the entrance, exit and flow.

This is pretty much we did at the church parking lot at the outdoor TECO event. It would be impractical in the church in the vendor room and problematic in the layout room.

Grand Lake Conflagration ---East Troublesome Fire

Kristin and I were scheduled to spend two days the last week of October up there. We were going to check out the Moffat Road Interpretive Park and Museum in Granby. I understand from John's discussion with Dave Naples, the high value items are in a trailer ready for evacuation and the museum is on the safer side of the town (to the left on the baseball diamonds in lower left of Google Earth Pro picture).



Upcoming Division & Local Events

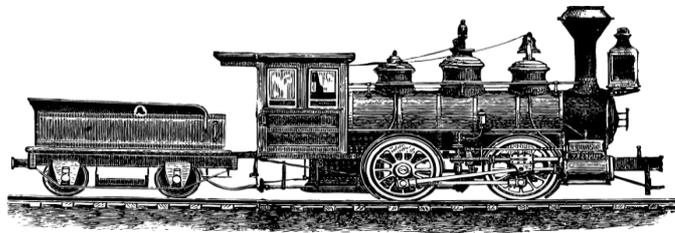
Any events scheduled for the rest of 2020 are subject to cancellation.

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

December 5, 2020: Division Swap Meet? --- see above

February 20-21, 2021: TECO Train Show at Chapel Hills Mall?

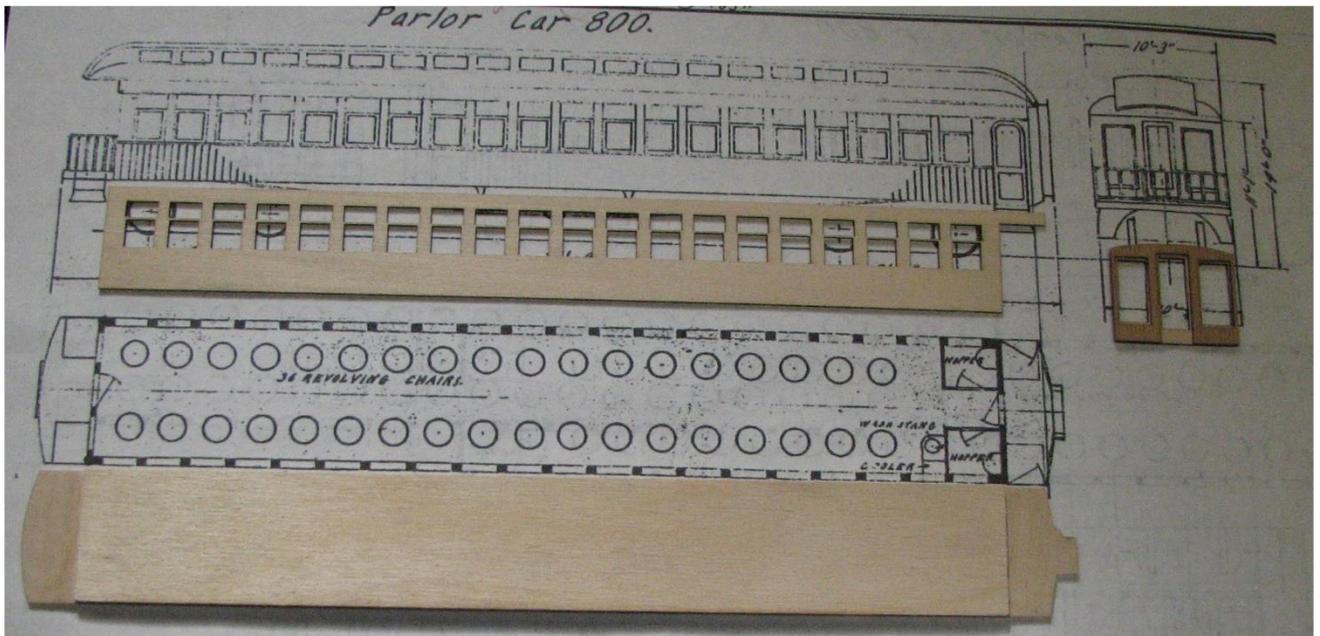
Information on Colorado and neighboring state events is posted on TECOshow.org.



Notes from The Siding

By John Emmot

It is that time again. The world goes on even if life is a bit constricted. I have made enough pieces to start construction on my next Moffat passenger car, the 800. It was built for the Chesapeake Beach Railway on the east coast in 1898 and found its way to the Moffat Road in Colorado in 1904. It was a one-of-a-kind parlor, chair car with an observation platform at the rear. More on that as I get more parts stuck together.



I spent the last few days in Kansas out standing in my field or pasture. Social distancing is easy if you are the only person within a mile. I have missed my regular trips for my own medical problems and then the Corona virus. The trips I do make feel even better. I found evidence of the results of my absence and was able to make some progress on the start of a new season. Many more small cedars and young thistles have met their ends. As is true everywhere, nothing happens by magic. It is notable that there is more oxygen at 1300 feet than 6500 feet.



While I was there or on my return, I was able to visit a genuinely nice Railroad restoration. The historical society in Downs, Kansas has done a particularly good job of restoring an original brick depot of the Missouri Pacific Railroad and a first-generation diesel locomotive. The depot is beautifully restored and cared for. Though it was not open at the time, looking through the windows was interesting. They have redone the interior as original and have many displays of clocks, locks, and lanterns as well as signs and tools. 'Visitors' have not been as kind to the loco, but it is still a great display of vintage power. Sharp eyed folks might recognize the road number (which was assigned to this branch line) from a Proto2000 model that I run, though it was not the original number of this unit. Downs was a division point on the line and had a 10-stall roundhouse and a strong railroad heritage. It was a very satisfying visit.





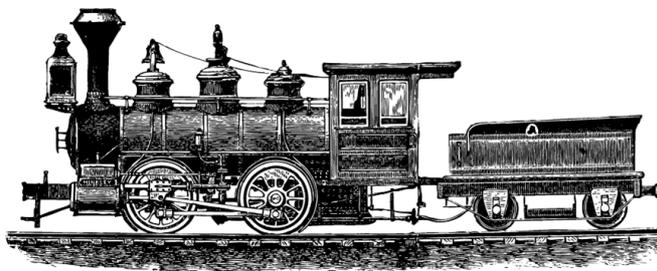
I did miss a TECO board meeting while I was gone. Perhaps Elizabeth will provide an update for the current thinking. As it has been, the virus is still driving what is possible for the kind of large gatherings that add to the enjoyment of the model railroad hobby. We can hope for optimistic 'what ifs', but the realities are going to tell the tale.

Remember, we are soon going to elect Pikes Peak Division officers for the 2021 year. If anyone is interested in earning NMRA points, you need to step up. If no one does, you may be 'stuck' with the same old crew :-). (a crusty bunch of conductors and engineers)

When last I heard, it looks like the Corona virus will kill the hopes of a Division swap show in December and probably the Christmas Party too. I am sure it will be discussed at the next meeting so plan on joining the ZOOM meeting and get your two cents worth in.

And in a last for what it is worth; we had a group of high school kids and a couple parents at the Calhan depot a couple weeks ago. They came over to do some work and get a look at the building and cars. There is a lot of history that the young people are not familiar with. Perhaps we can generate some interest in the local community out there. Again, let me know if you might be interested in getting in on the fun.

Hope to see you 'round the computer screen until we can get back together.



October 2020 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Joe Costa at 7:05 on a digital ZOOM meeting. All the officers, except the assistant superintendent, and several members were present. We had 11 Zoom boxes, some with multiple members.

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

Treasurers Report:

Tony Pawlicki had provided a digital update on activity in the PPD bank account to the officers prior to the meeting time. There was no activity other than the interest credit. The activity statement was accepted as submitted.

Announcements:

Joe asked about Division election and said anyone whose name is in the front of the Milepost will need to be renewed. Informal survey of the officers present found most would repeat if necessary, but would step down if other interested parties surfaced.

There was discussion about the new videos of the PPD modules at the Great Train Show and TECO 36 that Jerry Hansz has created for the website. Joe indicated the willingness to assist with posting them.

Elizabeth discussed the tentative TECO show set for February 20-21 of 2021 at the Chapel Hills Mall. Mike discussed the numbers of TECO staff and the current numbers of attendees allowed by the State for indoor gatherings. The number of staff could affect the number of guests allowed in at any one time. State guidelines may or may not change by February. Elizabeth also mentioned that elections for TECO officers is coming up, if anyone would like to step up.

Jack asked about status of recognition for past superintendents.

It was mentioned that Enginehouse Hobbies would be a vendor at the Octoberfest at the Woodman Hills Community Center on October 10th.

New Business:

No new business was brought up.

Old Business:

No old business was brought up.

Contest:

There was no formal contest.

Program:

Wade talked about the new industries that replaced the mountain near the Arkansas River on his layout. Dave was able to share the pictures that Wade had in the Milepost.

Kristin updated her story of the 3D train puzzle that turned into a ship.

Joe showed a new poster of the Manitou Springs Cog Railroad.

Wade showed several cars that he had modified and weathered for his railroad including ore cars for gravel, cement cars and a lumber load in a gondola.

Mike showed and discussed two buildings from kits for his Virginia and Truckee Railroad. One was made as a 'headquarters' building and the other was a freight depot.

Following some 'technical' issues Tony showed pictures of the roof treatments for many of his industrial buildings. Walthers has a group of air handling units that figured heavily in the work.

Andy showed a switching puzzle consisting of one straight track and a turntable.

Meeting adjourned at 8:40.

TECO

By Elizabeth Maline

Once again, the TECO board is planning a model train show at the Chapel Hills Mall. We hope to offer a model train show on February 20-21, 2021, in the upstairs event center. Let us keep our fingers crossed that a viable vaccine is available to all of us and that coronavirus statistics are on the decline. That being said, our February show has the potential to be canceled or postponed. The Chapel Hills Mall would also like to host a TECO swap meet in their parking lot. We will have to keep our sights on the long-range weather forecast for May of 2021. The May date has not been set, but Mother's Day is generally the last frost date for this part of the country. We will either be battling a blizzard or sweltering in the sun.

TECO is always looking for new individuals to join the group. This past year John Sherwood (SlimRails) and Charlie Staiger (Engine House Trains) joined the TECO board. Other TECO board members include Mel McFarland, Jack Sousa, Gerry Drewes, Amber Fuerstenberger, and Kristin Phillips. The officers are Mike Peck - Vice Chairman, Mike Maline – Secretary, Joe Costa – Treasurer, and John Emmot – Member at Large. We meet monthly on the first Wednesday afternoon of the month via Zoom. Join us. Get involved. Let's get to work!

In the model train show world, TCA will not be offering a spring show and quite possibly nothing in the fall of 2021. With their size, they cannot be as flexible as a smaller show like TECO's. However, there are discussions for a 2-Rail convention in June 2021. I do not know much more than that at the current time.

I hope that everyone has a healthy Thanksgiving. Have you begun your Christmas wish list yet? If so, the NMRA has vendor partnerships that can help with discounts on those items in your wish list <https://www.nmra.org/partnerships>. These partnerships are a tangible perk from your NMRA membership.

Be safe, my friends; feel free to reach out-

Elizabeth Maline
Chairman
Train Expo Colorado

More Busy Work

By Jerry Hansz

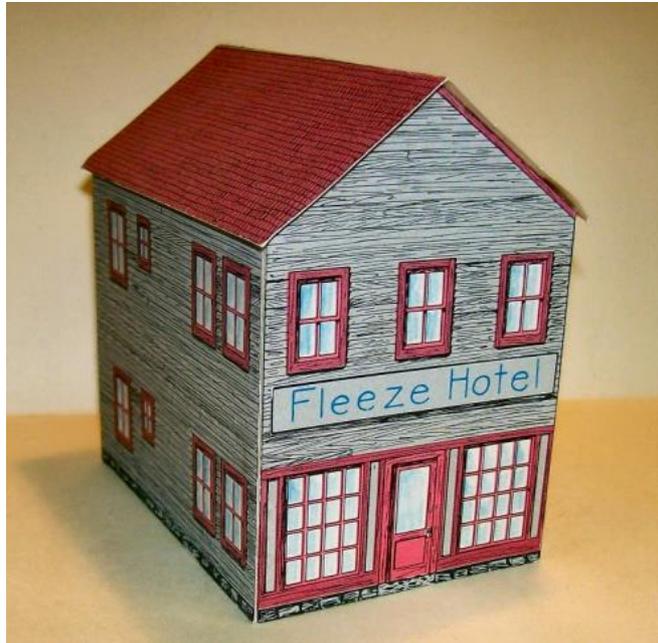
I continued working on the Straussman/Sarah's building. The accumulation of small bits and pieces made the work somewhat tedious. Glad I am not looking for a merit award!



Sarah's and Straussman front façade.

Top trim was placed, and the roof was applied. It was sandpaper on plastic, painted gray, with some ventilators and roof hatches added. Note that internet photos of stores were placed on the rear wall. The floor was a piece of plastic spray painted with a rough coat of brown, to represent carpet.

The store found a home at Talheim in the space where the old Fleeze Hotel had been torn down.



The Fleeze Hotel was a printed building from a 1960s model magazine. It is hiding in Unter-Talheim, until a new home surfaces.



The Talheim commercial district keeps growing!

The miniDV project continues. Only 60-some to go!

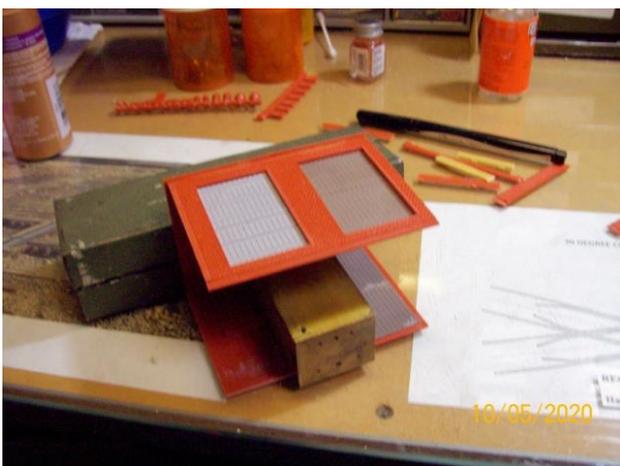


Finished tapes on the left side, unfinished on right.



MiniDV copying on the computer, VHS-DVD conversion on the right. FUN!

A few more pieces of building material surfaced, so a recycling center was built.



During construction.



The finished product.

The finished building went to Council Bluffs, IA to my brother's house.

Dirty Up Those Wheelsets (And Trucks)!

by Tony Pawlicki

Many freight cars models that come with metal wheelsets that have shiny wheel faces. Those wheel faces can be rusted up with a trick that overcomes their tendency to resist things sticking to them (that tendency presumably discourages folks from bothering - it has to be frustrating to spend hours painting the little devils just to have it all flake off quickly). The same considerations often apply to shiny plastic freight car trucks.

The key is to give them some "tooth" at two levels. This is a multi-step process.

- ONE: Scrub them with an old toothbrush in soapy water to de-grease them or remove mold-parting compound.
- TWO: Add scouring powder (good old Ajax or Comet) to the toothbrush and scrub some more.
- THREE: Rinse well.
- FOUR: After they have dried thoroughly, brush-paint the wheel faces with any flat brown or flat black paint (I am still using my remaining Floquil).
- FIVE: After that dries, stipple them with Bragdon weathering powder (available in several shades of rust) which contains its own adhesive, a beautiful product that yields a dead flat surface texture.

This process is best done in large batches (a dozen or more wheelsets (and associated trucks if you like) at a time), since there is so much time spent letting things dry. So:

- FIRST: The scrubbing provides "tooth" for the paint to stick.
- SECOND: The paint provides "tooth" for the weathering powder to stick.

If you are a fanatic (I plead guilty) you can apply the scrub-and-paint part of the treatment to the wheel backs and axles as well, not to mention the truck bolsters. I am not usually sufficiently fanatical to apply the Bragdon powder to the wheel backs and axles, though I do apply it to the truck bolsters.

With Kadee wheelsets, I also (with face and especially eye protection, also old overcoat for clothes protection from flying bits of wire) use a wire brush in a motor tool to take the black paint off of the treads (holding the wheelset firmly, by the wheel one is not working on, on a partly-opened vise works well). So,

the end result is shiny treads and rusty/dirty wheel faces and backs and axles. This is also a process best done in large batches, with a break now and then to let the motor tool cool down.

1875 Carson City, Nevada Virginia and Truckee Railroad (V&TRR)

Passenger Station and Virginia City Freight Depot

By Mike Maline

During the last PPD zoom meeting, I showed two buildings I kit bashed for my V&T railroad. Both buildings were built from two Historical Scale Miniatures (HSM) kits "Laws Depot". The kit is a replica of the Carson and Colorado Railroad depot, (a subsidiary of the V&T) located at Laws, CA. It is still with us today and has been turned into a museum. The C&CRR depots were built in the same style as all the V&T depots, so I had something to work with instead of starting from scratch.



The Carson City passenger depot doubled as the V&T's headquarters building; thus, it was a sizable depot, and it is still in use today, but alas not as a depot. There was a separate freight depot in town to handle any large freight. This building only handled passengers and their baggage. To help with the kit bashing, I referenced the May/June 1985 issue of *Narrow Gauge and Short Line* which contains drawings of the depot. Because of this, it was an easier kit bash and I used selective compression so it will fit on the layout. The windows which came with the kit were a cellophane sheet with windows painted on it, a total no-go. Instead I used Tichy Train Group windows, chimneys, and doors. It was spray painted in the V&T colors, mustard siding, brown trim with green roof. It is about two thirds the size of the original building.



The Virginia City Freight Depot is a kit bash using another HSM Laws Depot, parts of the original and other materials at hand. The east/west walls and platform are original, north/south walls were made from board

and batten siding, the roof base was scratch made, windows, chimney, and doors from Tichy Train Group, and roofing material from Campbell. It was hand painted red with white trim of the earlier V&T non-passenger related buildings. I used the May/June 1982 Narrow Gauge and Short Line Magazine that contained exterior plans for this building to place windows, chimneys, doors etc. Again this building is at two thirds dimensions of the original.



They both need additional details and be plugged into the layout, which is still under extended construction...

Roof Access

By Wade Mountz

Here are several pictures of rooftops on my layout inspired by Tony's show and tell at the last Zoom meeting.



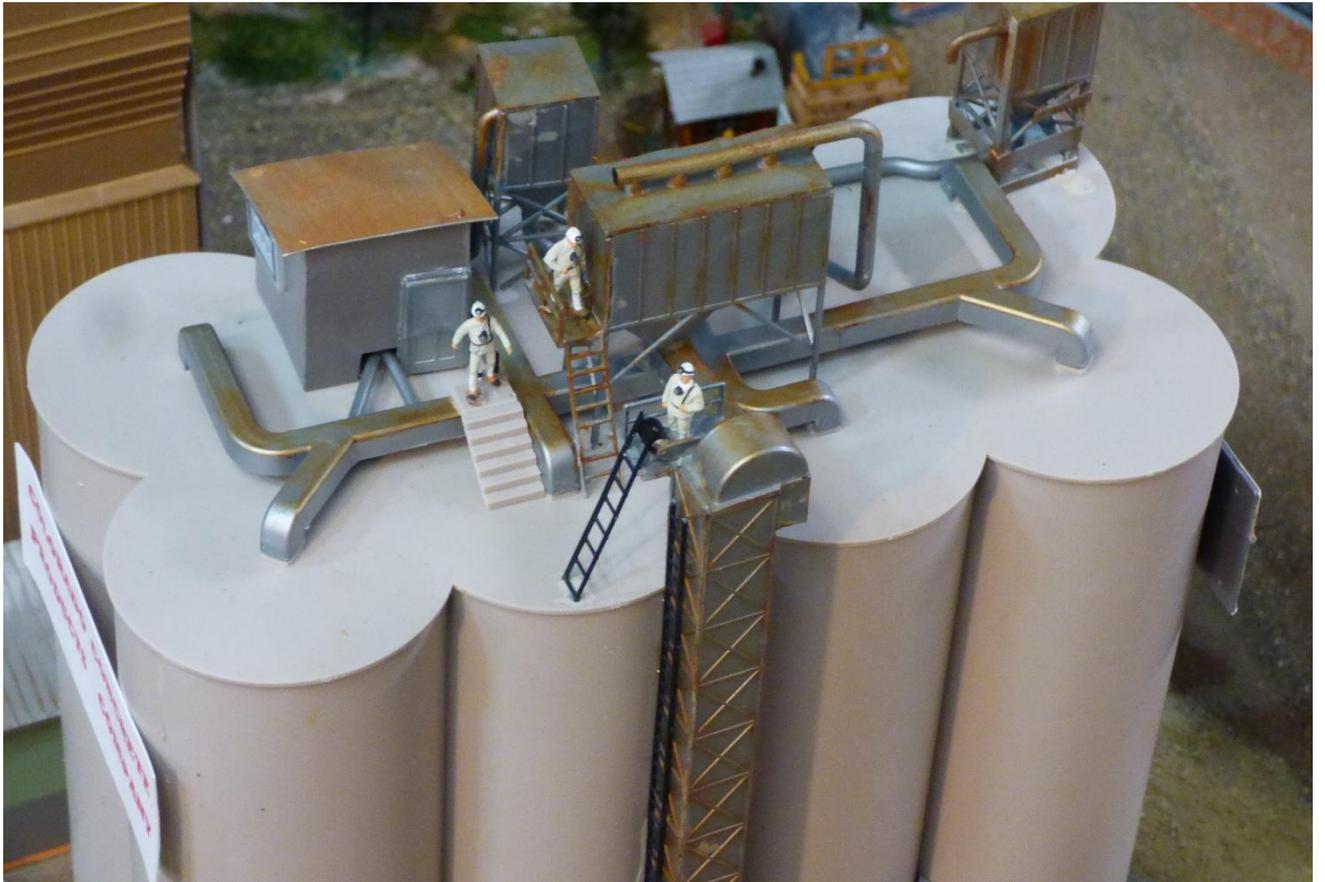
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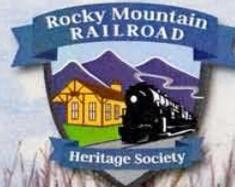


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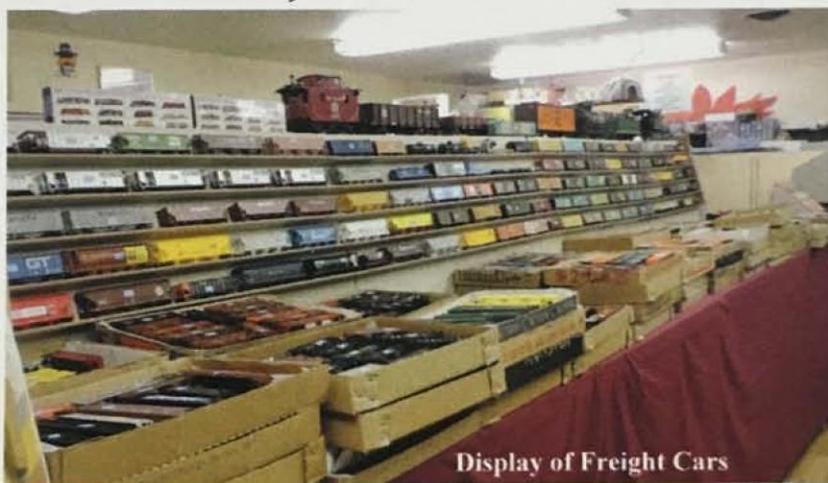
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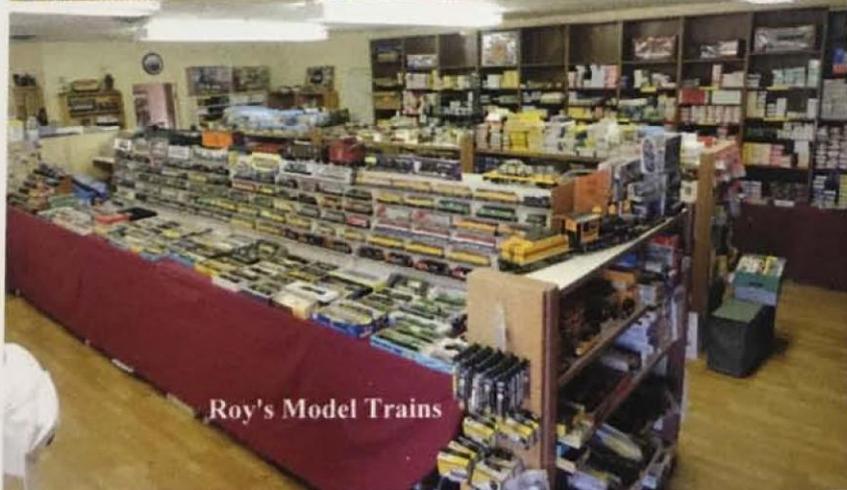
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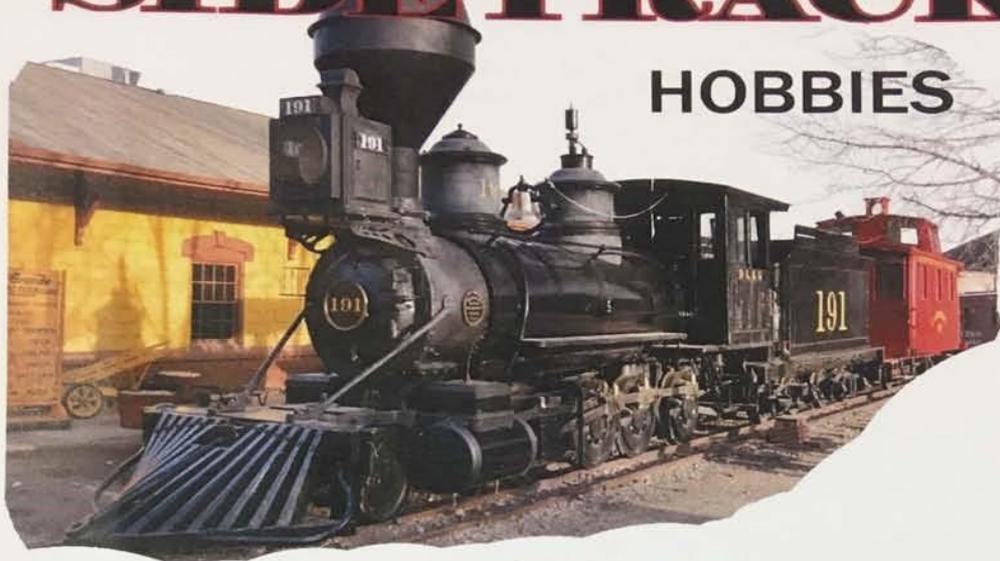
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