



The

Milepost

Volume 44, Number 8 – August 2024

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Friday, August 9th, 2024, 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 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Show and Tell Program: {to be determined}

February 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Lionel – HO Vintage Trains

March 8th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Harvey Houses of the Southwest

April 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: The Delagua & Bethua Railway

May 10th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: {to be determined}

June 14th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

July 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: Inventory Control Using Cards

August 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Model/Layout Program: Circus Trains

September 13th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: John Emmot

October 11th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Microcontroller Update

November 8th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Diesel Program: {to be determined}

December 13th, 2024 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 44, Number 8, August 2024, 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, August 9

Our meeting will be held 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 check out the Rocky Mountain NMRA Callboard:

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

2024 Schedule

- Aug. 9th Mark Fuerstenberger Circus Trains
- Sept. 13th John Emmot TBD
- Oct. 11th David Bristow Microcontroller Update
- Nov. 8th TBD
- Dec. 13th Christmas Party
-

Editor's Thoughts

In the June 2024 Milepost, I introduced DCC-EX software system and stated I would build it. As a reminder, DCC-EX is an open-source platform that empowers model railroad enthusiasts to develop their digital command control (DCC) systems. By combining the versatility of Arduino hardware with custom software, DCC-EX offers a cost-effective and customizable alternative to commercial DCC command stations.

The [DCC-EX website](#) has a detailed and comprehensive explanation of how to create an EX-CommandStation using relatively inexpensive and available components.

The first step is to assemble the required components:

- An Arduino microcontroller that runs the DCC-EX software. An Arduino Mega is commonly used for its increased memory and I/O pins but as my goal was limited to a test rig and I had an Arduino Uno I used it.
- Motor shield to handle the power output to the track and locomotives. I opted to purchase from the DCC-EX website their recommended [EX-MotorShield8874](#).
- Power supply to power the Arduino and motor shield, I chose a 15v 3amp supply.
- Some track of your model railroad setup. As the system is to be a test rig, I decided to use the locomotive treadmill I mentioned in the July 2022 Milepost.
- A locomotive with a DCC decoder to test the command station.
- Miscellaneous bits and pieces like wire, switches, LED, etc.

The second step after acquiring all the components is to assemble the hardware:

- Connect the motor shield to the Arduino board.
- Connect the power supply to the Arduino and motor shield.
- If you do not use the EX_MotorShield8874 you may need to disable power sharing between the Arduino and motor shield to prevent potential issues. This involves cutting a trace on the motor shield, check the instructions on the [website](#).
- Connect the track to the motor shield's output terminals.

The next step is to install the EX-CommandStation software:

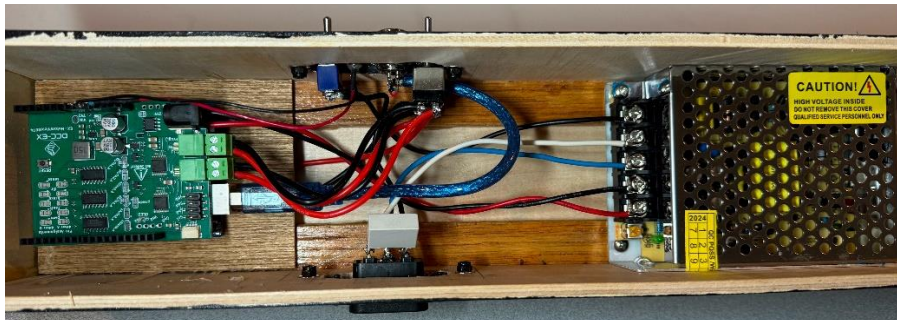
- Download the [EX-Installer](#) appropriate for your computer be it Windows, Macintosh, or Linux.
- Connect the hardware to your computer via a USB cable.
- Start the EX-Installer and follow the instructions on the [website](#).

The last step is to test what you have put together. To test the EX-CommandStation you will need a throttle and at least one locomotive with a DCC decoder. The simplest of all is the [EX-WebThrottle](#), connected via a USB cable from your computer and Chrome browser directly to the EX-CommandStation¹. Conduct the following tests:

¹ An alternative throttle can be found within JMRI (Java Model Railroad Interface) either in DecoderPro or PanelPro, see [DCC-EX JMRI page](#).

- Place a DCC-equipped locomotive on your main track and turn on the power.
 - Acquire a locomotive by entering its address in the "Locomotive ID" field and clicking "Acquire".
 - Control the locomotive's speed using the throttle slider.
 - Test direction control (forward and reverse).
 - Experiment with function buttons (if your locomotive supports them).
- Place a DCC-equipped locomotive on your programming track and turn on the power. Try programming a decoder to verify the programming capabilities.

As I was interested in building my command station as a test rig, I constructed a box attached to the locomotive treadmill and installed the electronics inside.



The Insides



The Completed Test Rig

If you would like to build an EX-CommandStation I'd recommend the following resources, or contact me:

- The [DCC-EX website](#) offers comprehensive documentation and tutorials.
- YouTube videos can provide visual demonstrations of the building process.
- Online forums and communities are valuable resources for troubleshooting and sharing experiences.

By following these steps and leveraging available resources, you can successfully build a DCC-EX command station tailored to your model railroading needs.

David

[Keepin' it on the Tracks](#)

By Mark Fuerstenberger
PPD Trip to Leadville

NMRA National Convention – Long Beach, CA

The Surfliner 2024 NMRA National Convention in Long Beach, California is coming up August 4th - 11th. It will be held at The Westin Long Beach, located at 333 East Ocean Blvd., Long Beach, CA. For more information and registration, go to: <https://surfliner2024.org/>

PPD Summer Picnic

The Pikes Peak Division is scheduled to have our yearly picnic at the Trolley Museum located near Fillmore & I-25 on Saturday, August 10th, 2024. We will donate to the museum to cover admission for all, and we will provide the main dish. Everyone is encouraged to bring a sharable food dish such as a side dish, a dessert, chips, drinks, or whatever you would like. Even if you do not regularly attend our meetings, we would love to see you at the Trolley Museum.

Union Pacific “Big Boy” #4014 – Heartland of America Tour – Aug 29th thru Mid-Oct.

The Union Pacific Big Boy #4014 will be leaving Cheyenne for its Heartland of America Tour on Thursday, August 29th. Along the way, the train will visit 9 states, Arkansas, Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, Oklahoma, & Texas. “Big Boy” will also be on public display in Rochelle, IL, Houston, TX, and Fort Worth, TX. By next month we should know the exact route and when and where it will be in Colorado. Stay tuned for details.

Rails in the Rockies – Estes Park – September 21st & 22nd

Be sure to check out Rails in the Rockies located in Estes Park in September. There will be many vendors selling railroad items as well as several module layout groups as well.

TECO Show – Colorado Springs – November 2nd & 3rd

The fall Train Expo Colorado (TECO) show is coming up in a few months. The Pikes Peak Division will of course have their module group there participating. In addition, we can always use volunteers for various positions at the show. If you’re willing to help, please reach out to Elizabeth Maline.

Drawing Prizes Preview

By Tony Pawlicki

“Teaser” preview of *some* prizes available at the drawing during intermission at the August 2024 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free - encouraged, even - to bring/donate surprise items! The more the merrier! (Wade’s, Mr. Lugg’s, and Alan Hutchins’s donations won’t last forever, folks Mr. Lugg’s donations were exhausted with the February 2023 drawing.)**

(Some Of) The August Meeting Offerings (feel free to contribute more at the meeting; some more of Wade’s freebies will also be available, free to good homes):

OSL 189777. Oregon Short Line (UP subsidiary) HO scale 40-foot steel boxcar. Accurail. Gift of Tony Pawlicki (I won this at the last meeting, but it doesn’t fit my layout’s era (post-1977).) At least as story goes with it: The Oregon Short Line was the UP line from Wyoming to Portland, Oregon. The goal was to achieve a West Coast connection (roughly along the current Interstate 84 route), given that UP stopped at Promontory, Utah and was dependent on Southern Pacific for traffic; that traffic fell off when SP started sending more of their eastbound traffic over the Sunset Route.

- Kadee metal wheelsets.
- Accumate knuckle couplers.
- NO modern markings (no ACI plate, no Consolidated Stencils, no U1 wheel stickers)



GRCX 6315. Rivarossi HO scale model of 40-foot Gulf Oil Corporation tank car. Advertising motto "THAT GOOD GULF GASOLINE GULF NO-NOX ETHYL." Nobody had yet told them to get the lead (tetraethyl lead) out.

- In original packaging.
- Horn-hook truck-mounted couplers.
- Either a collector item or an upgrade project.



Schneider National RoadRailer Kit. HO scale Bowser kit for a 53-foot "plate wall" RoadRailer.

- New-in-box (Bowser seals not broken).



Western Pacific #1503 in Portola, CA

By: Mark Fuerstenberger

On Saturday, July 13th, Amber and I along with 6 other non-railroad friends drove up to Portola, CA to visit the Western Pacific Railroad Museum. The museum features many engines and rolling stock that have long been retired. Once arriving and paid for the group to see the museum, one of the staff members gave us a few quick dos and don'ts for the equipment there. The rules were simple. Walk around the yard and always be aware that a car or engine could move without warning. We were even welcome to climb up in any of the cars or engines, however, they kindly asked that we NOT

climb up on top of anything. The gentlemen went on to say that there is simply no need for any of us to be up on the roofs of anything. I reassured him that no one in our group would do anything like that and they did not have to worry about this group.

Several months before this trip, I asked Amber if we could spend a little extra this time as I wanted to operate one of their locomotives. She agreed and so Amber and I got to operate Western Pacific switch engine #1503. This SW1500 switch locomotive was the last engine manufactured by Electro-Motive Division (EMD) for Western Pacific in 1973. For Amber and I this was a cool opportunity for us as it's not every day you get to operate a real locomotive. Our training engineer Don Nelson took Amber and me over to the locomotive and proceeded to give us instructions while the rest of the group wandered around the rolling stock and museum exhibits.

Up in the locomotive, I went first, and Don did a great job of explaining what I would need to learn and do to operate the switch engine. Nothing he said was foreign to me, however, I needed his guidance to get it all going the first time. Since the locomotive was already fired up and had been idling, we did not have to go through any of the starting procedures or waiting periods for air pressure and such. After a review of the controls, our steps were as follows.

- Basic procedures for operation
 - Set directional light for the direction of travel
 - Sound Bell in the yard for motion
 - Horn Blast(s) – As appropriate (Forward, Reverse, Stop, Grade Crossing)
 - Set the direction lever to a Forward or Reverse Position
 - Release locomotive Air Brake
 - Notch Throttle from Idle to positions 1, 2, or 3 as necessary
 - Monitor Speed of locomotive
 - Use locomotive braking
 - Train Brakes for cars were not needed, as we operated the locomotive only.

The hour we had paid for flew by in the blink of an eye, but it was a cool experience. To top it off, while Amber was operating the locomotive along the ¼ mile loop we even saw a black bear. Wow, that was a special treat. If we ever make it back to Portola, I would do it again.

Once we finished operating #1503, Amber and I were given certificates stating that we officially operated the switch engine. Soon enough we rejoined our friends to tell them all about it and hear about their experience around the yard checking out the equipment. While this group of friends is non-railroader's they each said what they enjoyed seeing. The most interesting part was when they told us that they saw the black bear as well and that it came in their general direction, so they jumped up on the equipment. They proceeded to ask me about which type of equipment had enormous fans on the tops of the roof and it was at this point I realized they had done exactly what they were not supposed to do - climb up on top of the locomotives. I guess I've got to cut them some slack because if I saw a black bear coming straight at me, I'd climb up on top of a locomotive as well. Who knew they would be forced to break the rules? Wow, what a trip for us all.



Show and Tell: Gondolas and New Free-form

By Tony Pawlicki

This note lays out rules for the bi-monthly Show And Tell session/contest at the AUGUST 2024 Pikes Peak Division NMRA meeting. Rules apply to the bi-monthly “**salvage and resurrection**” events. This event was announced a bit over a month in advance to give folks enough time to prepare their entries. The event (sort of a second contest) was inspired by our late beloved Division Superintendent’s notion in his March 2023 Milepost Conductor’s Corner column.

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

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

You have had five weeks to get ready, so I’m hoping for a big turnout!

General Idea for the theme-specific part (gondolas 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 after the regular model contest, stand up and tell us about your adventures.
- **The show-and-tell aspect is the main thing.** If there are enough entries (three), there will be a contest aspect as well, but the main goal is to have fun salvaging something and entertaining the rest of us with the way you had fun.

Example: An example and the rules were provided in the April 2023 Milepost.

This Session’s Theme: Gondolas: lots of variety possible, such as:

- old ones and new ones, as regards:
 - construction (wood, metal, composite)
 - markings (what was required and what was left over varied over the years – see July 2019 Milepost Freight Car Timelines article for details on such items as CAPACITY marking, U1, ACI, Consolidated Stencils, safety striping)
 - new or battered from years of rough service (gondolas don’t get no respect)
- sizes: low-side or high-side
- loaded or empty
- bottoms: flat steel or flat wood, bathtub, drop-bottom
- body-mounted or truck-mounted brake cylinders
- ends (drop or fixed)
- others I’ve not thought of.

Union Pacific “Big Boy” #4014 in Truckee, CA

By: Mark Fuerstenberger

While Amber and I missed the last Pikes Peak Division meeting it was for a very good reason. We flew out to Reno, NV, and then drove up to Truckee, CA.

The main reason for going was to see Union Pacific “Big Boy” #4014 in Truckee, CA. On Sunday, July 14th, the train was pulling a sold-out excursion train, and it was supposed to stop in a couple of towns for approx. 30 minutes each. However, that morning they left Roseville, CA and only made it to Auburn, CA where they hit a large tree that had fallen across the tracks. It took the crew approx. 2 hours to get the massive tree cut out of the way so that they could continue their trip to the destination of Sparks, NV that night. So, once they were behind schedule, and had a fully loaded train of passengers they canceled all stops that day and simply rolled on through the towns that they had previously planned to stop in.

All the Union Pacific crew and passenger cars were shining up and practically sparkling. Their gold-with-red pinstripe cars looked as if they had just rolled out of the factory. There was even an extra treat in the consist as they had added the Western Pacific Heritage unit UP#1983 behind the water cars.

I was hoping to catch the attention of a couple of crew members that I know, but as the train rolled on through Truckee the crew was very attentive watching people that were too close to the tracks. Even with all the publicity they have done asking crowds to stay back a minimum of 25 feet, many people do not listen and at times practically stand within a couple of feet of the rails. I truly cannot even imagine how nerve-racking this must be for the crew as they encounter this each day on their trips across the country.

Next up for the crew, they will be leaving on August 29th for an eastbound tour which they have titled "Heartland of America Tour". This will take them east clear to Illinois, and then south to Texas before returning to Cheyenne, WY towards the end of October. The "Big Boy" will be visiting 9 additional states on this trip and be on display is several towns along the way.





Calendar of Future Train Show Events

Mark your calendars!

- **August 3 & 4**, RMTS Big Boy Days at the Forney Museum, Denver, CO
- **August 4 – 11**, NMRA National Convention, Long Beach, CA <https://surfliner2024.org/>
- **August 17**, Boreas Pass Railroad Day in Como, CO, Saturday 9-4
- **August 17**, YMR Swap meet – Westside Global Methodist Church 1927 Henderson Ave, Colorado Springs, CO
- **September 21** Colorado Rail Proto Meet (\$20) 715 10th St, Greeley, CO www.corpm.org
- **September 21 & 22**, Rails in the Rockies (\$10) – Estes Park Event Center, Estes Park, CO
Saturday 10-5, Sunday 9-4
- **November 2 & 3**, TECO Model Train Show (\$11) – Colorado Springs Event Center, Colorado Springs, CO
Saturday 9-5, Sunday 10-3
- **November 23 & 24**, Rails Along the Rio Grande (\$10) – Balloon Fiesta Park, Albuquerque, NM
Saturday 19-5, Sunday 9-4
- **November 30 & December 1**, Rocky Mountain Train Show Holiday Edition, The Ranch Event Center, Loveland, CO
- **December 14 & 15**, BMRC Rocks and Rails – Boulder County Fairgrounds, Longmont, CO
- **February 22 & 23**, 2025 TECO Model Train Show (\$11) – Colorado Springs Event Center, Colorado Springs, CO
Saturday 9-5, Sunday 10-3
- **April 5 & 6, 2025**, Rocky Mountain Train Show Spring Edition, The National Western Complex, Denver, CO



Save the Date!

for the Joint Picnic

Pikes Peak NMRA Division

and

Colorado Midland Chapter

NRHS

Date: Saturday - August 10, 2024

Time: 11 am - 2 pm

*Place: The Trolley Museum
2333 Steel Drive
Colorado Springs, CO*

Plan to bring a dessert or side dish

MODEL TRAIN SHOW



November 2 & 3, 2024
Sat 9-5 Sun 10-3

Colorado Springs Event Center

\$ 11 per person

Discounts Apply

**Children Under 12,
FREE!**

Hall B
3960 Palmer Park Blvd
Colorado Springs, CO 80909



Info and online ticket sales at www.tecoshow.org

August Wavy Rails

By Joe Costa

Now with Tunnel Vision!

Last month we talked about a railroad tunnel used by Confederate armies fighting against the Union in the Appalachian Mountains. There is another railroad tunnel near Dalton, Georgia (where Kristin lived for a while) that was also used by the Civil War armies.

The History of the Blue Ridge Tunnel



Photos of the Blue Ridge Tunnel courtesy of [Jack Looney Photography](#)

[Construction of the tunnel](#) began in 1850 and went until 1858 as a part of the Blue Ridge Railroad construction. At the time of its completion, it was the longest tunnel in the United States. During the American Civil War, Stonewall Jackson would bring many of his men around the area on foot as a tactic to move quickly through the mountains to surprise the enemy. He notoriously used the Blue Ridge Tunnel to get his men around the mountains. The Chesapeake and Ohio Railways had their trains routed through the tunnel until it was abandoned and replaced by a new tunnel in 1944. The new tunnel was also called the Blue Ridge Tunnel.

The Blue Ridge Tunnel is a 4,237 foot (0.8 mile) long tunnel that you can hike through beneath the Rockfish Gap in the Blue Ridge Mountains near Charlottesville, Virginia. The trail itself stretches slightly past the tunnel on both sides, making the length of the trail a grand total of 2.25 miles long. The outskirts of the trail take you past the old railway tracks as well as some gorgeous greenery.



Roads and Rails West

We are doing a road trip to the Surfliner NMRA National Convention in Long Beach, my old hometown. We will be visiting historic railroads along the way. We promise a complete report upon our return.

Future Road Trip Required

Given the information discussed last month and this new tunnel research, we absolutely, positively need to plan an eastward-bound roundtrip.



July 2024 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Assistant Superintendent, Elizabeth Maline at 7:00 in the community room of the Sand Creek Police Station. There were 18 members present.

Secretary Report

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

Treasurers Report

Tony had hard copies of the treasurer's report. The statement reflected the interest payment and transfer to petty cash and the early purchase of Christmas gifts at Roy's. The statement was accepted as presented.

Tony also announced that he had several giveaway donations from Charlotte Mountz.

Tony also noted that the Police meeting room would not be available on the regular night for our October meeting. It was decided to wait and see if the members might want a different date and time by then.

Announcements

It was noted that the Leadville train trip on July 9th had 18 folks ride. The group lunch at High Mountain Pie was deemed a success. There was general agreement that it was a nice day and a good ride. Pictures of the people and the equipment were displayed.

It was brought up that Roy is closing his train store in the Mall on August 31. He is currently offering a 40% discount on merchandise.

Folks discussed that there is a new model railroad store in Denver named Rocky Mountain Rail Supply. It is located at 6060A West 55th Ave. It is an expansion of a previous store and carries all scales. They claim that they are now the largest train store in Colorado.

The contest winner certificates for March and June were handed out.

Elizabeth reminded everyone of the PPD Summer Picnic from 11-2 on August 10 at the Trolley Museum. The museum is at 2333 Steel Drive, Colorado Springs. Elizabeth and Kristin are keeping a list of folks bringing side dishes. Call one of them if you didn't get your name down at the meeting.

Mike and Elizabeth were at the Sherman Hill Train Show in Cheyenne representing TECO when the Union Pacific Big Boy started a tour of the western US on June 30th.

Elizabeth noted that Mark had posted a survey to ask for input about an alternative meeting schedule.

The next TECO show is scheduled for November 2-3.

The YMR is hosting a swap meet on August 17, 9-4, at the Westside Global Methodist Church, 701 N. 20th Street, Colorado Springs. This is the same location where the PPD has had swap meets in the past.

The Forney Museum in Denver is celebrating its Big Boy Days on August 3-4.

Contest

There was only one entry in the steam locomotive contest.

Tony conducted the regular door prize drawing.

Program

After a short refreshment break, Andy Buco presented a program on using computer software and car cards for model inventory listings. He described the data that could be entered and the various reports and lists that could be generated.

The meeting was adjourned at 8:21.





Adding Weight to Closed Model Hoppers

(Subtitle: How I Wiped The Egg Off My Face)

By Tony Pawlicki

At the January 2024 TECO show, I scored a real bargain at Rambo's vendor table (or so I thought). I love 2-bay cement-covered hoppers (yeah, there's no accounting for taste – they are cute little boogers) and there was a mixed set of three scarcely used ones (nice Kato models, from Kato kits) for just \$11 each. Wow! Just a few easy upgrades (cut levers and brackets, U1, ACI, and Consolidated Stencil decals) and fixes (a few missing stirrup steps, one missing brake wheel platform, et cetera) and they'll be ready for service, **RIGHT???**

Well, **not so fast**. Turned out that whoever originally assembled the Kato kits didn't add any weights, for whatever reason, before sealing up the tops (read the directions, pal). They weighed only 2 ounces each, versus the 3.5 ounces NMRA recommends and the 4 ounces I desired. (I prefer the better tracking that results when going well past the NMRA recommendations, especially when running a 55-car train around the TECO show Pikes Peak Division layout.)

So, do I go whining to Rambo? No, I might never get any more advice on growing irises, plus he might laugh at someone silly enough to ask, weeks later, for a refund on items sold "as-is". What to do? The tops are thoroughly glued on, so my first choice, popping them off and adding weight, wouldn't work. So, what do I have lying around that might solve my problem? Well:

- Fine lead shot (#7 and a half – still plenty left from the 25-pound bag bought decades ago)
- Drill bits
- Matte medium (normally used, diluted, for gluing down ground cover)
- Glass eye dropper
- Small plastic funnel
- Water
- Patience (in short supply, but still some left)

Luckily, the hatches, glued to the hopper tops, were not all glued down as thoroughly as the tops themselves. So, the prescription was:

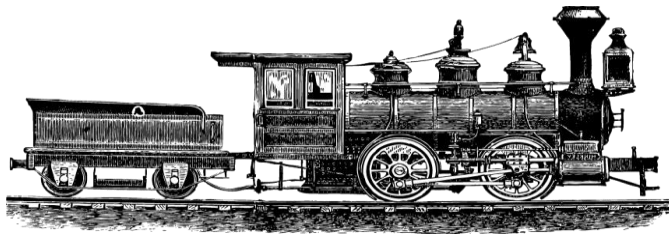
- Pop one hatch from each car.
- Using a series of successively larger drill bits, drill a hole centered on the hopper top exposed by the popped-off hatch. Make a hole large enough to let the eye dropper tip through. That's barely large enough to admit the plastic funnel.
- Measure out 2 ounces of lead shot.
- Using the funnel, pour the lead shot into the interior of the car.
- Shake the car until the lead shot is distributed roughly evenly among the four hopper bottoms.
- Wait until you have a good supply of patience accumulated. Then:
 - Mix up a slightly diluted solution of matte medium.
 - Put down some paper towels.
 - Using the eye dropper, add enough diluted matte medium to fully cover the lead shot (maybe 20 droppers-full per car will do the job). Tilt the car to ensure all four hopper bottoms are covered. Some may leak out in various places (hence the paper towels), but I was lucky enough that no big leaks occurred.

- Wait a week or so for the matte medium to thoroughly dry (with just the hole to let air circulate, it takes a while; blow in it occasionally to aid the circulation).
- Verify that nothing moves when the cars are turned upside down.
- Glue the hatches back on.



The photos show the removed hatches and associated holes plus the key ingredients in the process.





Notes from The Siding

By John Emmot

Summer is in full swing. We are getting some record high temps with a few pleasant days to go with them. There have been some good train meets and railroad get-togethers. Unfortunately, I have not been able to make it to many of them.

I did get to spend a couple of days in Kansas last month. I found the Kyle Railroad was alive and well in Beloit. It appears they have been doing some track upgrades and they are moving freight with home road power. Visited a lawyer and a headstone maker if you wonder where my head is at. Also got to spend some time in my pasture chasing the wily Musk Thistle. Hit some days that were not record setters so was a good time except for the wildfire smoke that followed me there. I picked up a pile of basswood that is bound for the Kappler Mill & Lumber Company in Hot Sulphur Springs. I also got my electric pole chainsaw for a couple of Aspen trees in my backyard that have reached the end of their life span.





A few of us have been working on the Calhan project. I'm trying to get the new windows installed where they were broken by the vandals. I find it interesting that even when I make the new one the same size as the broken glass, it may not be possible to fit the gasket in the frame. I am making progress, but it has been more difficult than I expected. They were able to get a new coat of paint on one side of the caboose and plan to do the rest of it. Jim also wants to redo the brick pavers from the boarding platform in front of the depot. There are plenty of jobs for anyone wanting to.



I went up to Roy's on Saturday afternoon. There is still a lot of good stuff left in the store. There is plenty of brass, Broadway Limited, Spectrum, and good Mantua and MDC. As I understand it, everything is now 50% off. The store must be empty by August 31. I expect Roy will be asking for

help to move the remnants to storage a few days before that. Two or three of the smaller layouts are gone. I got to visit with one happy couple who were figuring out how to get a 4X8 layout home. I was surprised by the number of folks who were just there to buy some entry-level trains or maybe just some additions to an existing set. I don't know what we would have to do to let them know that there are organizations here that can answer their questions.

I have been working on Dave's Tabernash engine house. I'm getting the window frames installed to give Dave a helping hand. We have two Moffat mallets being modified and painted locally, but I don't think they will be ready to take up yet.

Don't forget the Joint PPD /NRHS picnic at the Trolley Barn at 11 AM on August 10th. The day after the next meeting. If you haven't signed up to take a side dish yet, get with Kristin or Elizabeth to record your choice.

Also, don't forget the YMR Yard Sale at the church 701 North 20th Street from 9-4 on August 17th.

I hope that Mark may have some pictures from his pursuit of the 4014 on its Western tour.

The scheduled August contest is model RR photographs.

I believe I am scheduled to do the September program. As of this time, I am planning to discuss "Carrying the Mail on the Moffat".

Hope to see lots of folks 'round the roundhouse on Friday.



Pikes Peak "N" Gineers Model Railroad Club

By Mike Peck



Layout tour of John McCall's layout.



Dino Show set up.

Superintendent's Corner

Looks like August is going to be a breather month from train setups. The club will be riding the Cog Railway on August 17 at 2 pm, it is suggested you arrive early to find a parking place.

Lester will be helping to install a block for the walk-in bridge. We haven't done that yet and we find we have a great need to do something as members have driven their trains off the bridge when it was raised.

Pikes Peak Cog Railway

The club will be riding the Pikes Peak Cog Railway on Saturday, August 17th, at 2 pm departure time. Those going on this ride should arrive about 30 minutes early to park. Mike has all the boarding passes to get on the train, we will be in car 2, seats row 34 seat D to row 43 seat D. There are two seats in each section so we can figure out who sits where when we get there, be sure to shower before you go, don't know who you may be sitting next to.

Club Run Sessions Extended Hours

During the National Train Day run session, the club extended our hours for that day. We had several visitors, and a few had an interest in the club. This led to the club trying this out again for one weekend for the next four months to see how it goes, if successful we may add the program on a more permanent arrangement.

The hours for this program will be 11 am to 3 pm with the 1 to 3 pm time slot to be open for affiliates and guests to run their trains on the layout. Hopefully, we will gain some new members or at least some new friends. As we say this will be a work in progress.

Club Anniversary Party

The club turns 35 this year. Saturday, October 12th will be the day of the party. We will be going to Mimi's Café on N. Academy Blvd. As this is a special event we will try and have a guest speaker. The club will set the time and other arrangements during the August business meeting.

John McCall's Home Layout Tour

The club had a good turnout to look at John's N scale layout. John gave a little history about his layout and what to look for on the layout. John served us coffee and pie while we were there.



Terry Kift took these photos of John's layout; it would take a book to put photos of all the different scenes on the layout. If John did a find-me form, he would need a couple of sheets of paper for all the scenes to find. One question would be finding the pool table.



We had a great time and John would love for the club to do this again, especially for those who haven't had the chance to view it. Look for future dates and times.

Dinosaur Resource Center Show

We arrived at 2:30 pm on Friday to set up and had lots of help unloading the trailer. We went with a simple straight layout and were ready to run trains by 5. Earl had his small layout set up in his spot, and the switching puzzle location was for Saturday morning.



Some set-up photos by John Grier



Lee watching some of our guests.



Terry at the switching puzzle.

We had a pretty good crowd come through on both days. Lots of interest in getting into the hobby and the expense involved. We did have some small hand issues with some of the trains but for the

most part, the parents were on top of it. We talked about making some severed fingers and placing them around the layout for the next show.

Terry and I were both kept busy with the switching puzzle, lots of new engineers out there. Some came back two or three times to test their skills.

Sunday tear down went well until it started raining. We loaded in the rain, and no one melted, Steve did come down with a clod later. Just after we pulled out it quit raining.

Clubroom Activities

The club's newest members came down to the club to run trains with us, Ben & Lucus Aikin. If you want to know more about UP, ask Lucus. We did have a few trains go by as well.



New and old members of the club.



Death and destruction on the green line.

Editor's Notes

I want to thank everyone who sent me photos. I get busy at events and forget to take any until after we leave. I misplaced the flyer for the Forney Museum show so if anyone has it, please share it with the group. Below are flyers for some other shows coming up.

Lighter Rail

By Kristin Phillips



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Joe and I are tracking to the Surfliner National Model Railroad Association National Convention in Long Beach, California

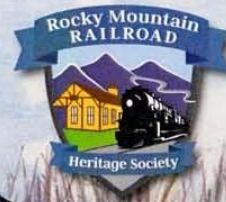


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Convention highlights next month!





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