



The

Milepost

Volume 44, Number 7 – July 2024

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



NEXT MEETING:

Friday, July 12th, 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)

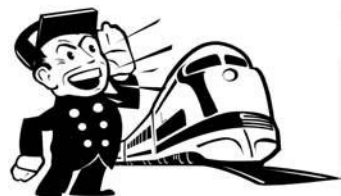
NMRA-PPD monthly meeting

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

December 13th, 2024 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 44, Number 7, July 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, July 12

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

- Jul. 12th Andy Buco Inventory Control Using Cards
- 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 August edition of Model Railroader the editor expounds on "Putting the model into Model Railroader" by explaining that our hobby is unique and that it encompasses many disciplines. This got me thinking about the various skills we all develop. Depending on one's interest certain skills are more developed than others.

To be a successful model railroader today, you'll need a blend of skills that combine creativity, technical know-how, and a dash of patience. Here's a breakdown of the key areas, as I see them:

Manual Dexterity and Craftsmanship:

- **Building Scenery:** Creating realistic landscapes, buildings, and other elements for your layout requires dexterity for tasks like gluing, painting, and shaping materials.
- **Assembling Models:** Some models require assembly, involving delicate parts and following detailed instructions.
- **Technical Skills:**
- **Basic Electrical Knowledge:** Understanding electrical circuits is crucial for powering your trains, lights, and other features.
- **Trackwork:** Laying tracks involves proper planning, cutting, and connecting track sections precisely.
- **Optional: Digital Command Control (DCC):** If you delve into advanced features like DCC, knowledge of electronics and programming can be beneficial for setting up and operating your layout.

Planning and Design:

- **Layout Design:** Conceptualizing and planning your layout requires a good understanding of space limitations and scale. Software tools can also be helpful.
- **Research:** Accurately depicting a specific era or railroad company involves research into historical details and appropriate models.
- **Creativity and Problem-Solving:**
- **Scenery Design:** Bringing your vision to life through creative landscaping, structures, and storytelling elements is a key aspect of the hobby.
- **Troubleshooting:** You'll encounter challenges like electrical issues or mechanical problems with your trains. A resourceful and problem-solving mindset helps.

Additional Skills:

- **Research and Learning:** The hobby offers endless learning opportunities about railroad history, engineering, and various modeling techniques.
- **Patience and Attention to Detail:** Model railroading requires patience and meticulousness, especially when building intricate layouts or working with small parts.
- **Budgeting:** The costs of models, materials, and potential upgrades can vary. Planning and budgeting your expenses is wise.

The most important skill is enthusiasm! A genuine love for trains and the creative process will fuel your journey. The hobby offers a range of complex levels. Start simple and gradually build your skills and layout as you gain experience.

There's a community of model railroaders! Clubs, forums, and online resources offer invaluable support, knowledge sharing, and inspiration.

So, dive in, embrace the learning process, and enjoy the satisfaction of creating your miniature railroad world!

David

Keepin' it on the Tracks

By Mark Fuerstenberger

PPD Trip to Leadville

The Pikes Peak Division trip to go ride the Leadville Railroad train on Tuesday, July 9th at 10:00am has been booked and paid for by Amber Fuerstenberger. Those that are attending, please pay Amber for your tickets. The cost is **\$59.55** per ticket after taxes and fees. We currently have 19 people signed up to go on this trip. If you would like to still join us, let Amber know as there are still seats available on the train. We will simply need to buy additional tickets.

Pikes Peak Division Meeting Date/Time Survey

As discussed at the June meeting, Mark Fuerstenberger has created a very simple 4-question survey asking about the date and time of our meetings. I would like to ask that you each take 2 minutes and complete the survey. The survey comes in the form of an email and will be sent to you on July 10th around 8am. Simply click the link and click the answers. The survey is confidential, so no one will know which options you selected. The survey will be available for 1 week, and then it will close. The results will then be emailed to Mark Fuerstenberger and he will present the results at the August meeting for discussion.

NMRA National Convention – Long Beach, CA

The Surfliner 2024 NMRA National Convention in Long Beach, California is coming up on 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 be donating to the museum to cover admission for all, and we will be providing the main dish. Everyone is encouraged to bring items such as a side dish, a dessert, chips, drinks, or whatever you'd like.

Union Pacific Big Boy #4014 – West Bound Tour

The Union Pacific Big Boy #4014 is leaving Cheyenne for its Westbound Tour on Sunday, June 30th. The train will make 19 whistle-stops in five states this summer during its trip from Wyoming to California. The train will also be on public display for two days each in Roseville, California, July 12-13, and Ogden, Utah, July 20-21. Mark & Amber Fuerstenberger will unfortunately miss the July Pikes Peak Division Meeting as they will be in Truckee, CA to see the Big Boy come through there on July 14th.

Drawing Prizes Preview

By Tony Pawlicki

“Teaser” preview of *some* prizes available at the drawing during intermission at the July 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 and Mr. Lugg’s**

and Alan Hutchins's donations won't last forever, folks – in fact, Mr. Lugg's donations were exhausted with the February 2023 drawing.)

(Some of) The July 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.

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



SP&S 14018. 50-foot double-sliding-door boxcar. Athearn Ready-to-Roll model, new in the box.

- Metal wheelsets.
- Knuckle couplers.
- NO modern markings (no ACI plate, no Consolidated Stencils, no U1 wheel stickers)



UP 3273. Union Pacific HO scale class CA-1 wood-sided caboose. Walthers "Ready to Run" model (sort-of false advertising in my opinion, as grab irons and end ladders need to be installed; technically it will run without those being installed, so lawyers could defend the "Ready to Run" terminology, no doubt). New in box. Gift of Tony Pawlicki (it should look familiar – I won it at the June drawing, but it doesn't fit my modern (post-1977) era).

- Knuckle couplers.
- Plastic wheels on metal axles.
- Wood siding.
- Very old truck style.



Sugar Cane Trains

By: Mark Fuerstenberger

This past month Amber and I were so grateful for the amazing trip that her sister and family took us on. We flew down to the Caribbean to the island of Antigua. From there we took a short 7-minute ferry ride to an even smaller island. Long Island, which sits just to the northwest of Antigua, is approx. 300 acres in size. Long Island was originally discovered by Christopher Columbus in 1493.

Long Island has a wonderful 5-star resort named Jumby Bay where you can stay at one of the luxurious properties and be completely pampered.

Now how does all this fit into the Milepost? The short answer is Sugar!

It all goes back to the history of the islands. From the mid-1600s clear up until as recent as 1988, sugar cane was grown, cut, transported, and manufactured into sugar on the island of Antigua.

In 1705 it was reported that there were approx. 170 sugar mill towers across the vast number of plantations. These were each built with great care and craftsmanship as even through hurricanes and the forces of nature, today there are over 110 sugar mill towers still standing. Built by slave labor, these wind-driven sugar mill towers would crush & squeeze the juice out of the sugar cane.



In 1970 there were 13 diesel locomotives and just over 300 carts to move sugar cane. But by 1971 it was closed by a newly elected PLM Government. Most of the trains, rails, and even factory parts were sold off to other islands or looted.

Then in 1979, there were talks of reopening the factory to produce sugar for buyers such as Coca-Cola & Dunbar's Jam Factory. Now at a cost of over 10 Million in machinery and farmers to cultivate the land, the factory reopened in 1980 and was producing sugar again in 1982. Finally, in 1988 the Antigua Sugar Factory closed for good. Now tourism is the island's main source of revenue.

Show and Tell: Boxcars 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 is being 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 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:

- old ones and new ones, as regards:
 - construction
 - markings
 - 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
- others I've not thought of.

Calendar of Future Train Show Events

Mark your calendars!

- **July 27**, Lawrence Kansas Model Train Show (\$8) – Double Tree 200 McDonald Dr Lawrence, KS
 - Auction - Friday, July 26, 6:30 – 10 pm Saturday 10-3
- **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.corpnm.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



TECO Tidbits

TECO was fortunate to have a promotional table at the Sherman Hill Model Train Show in Wyoming at the end of June. Unfortunately, the train show was not well attended; however, we enjoyed visiting the vendors and checking out the layouts. The TECO table handed out the November 2 & 3 handbills, Colorado railroad info, and NMRA stuff. We also made a few good contacts for future vendors for our shows. Mike and I also spent too much money on projects that will keep us busy in the next few months. 😊 Jack Sousa and the Peck's were there, too!

TECO will be on the road again in August, where we will promote TECO shows with another table at the Big Boy Days at the Forney Museum on August 3 & 4. Attending events like the Sherman Hill Model Train Show in Wyoming and the Big Boy Days in Denver go hand in hand with one of the tenets of the mission of the TECO organization – promoting the model railroading hobby.

I hope you are having a great summer and had an enjoyable 4th of July.

Elizabeth Maline
Chairman

Train Expo Colorado – TECO



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

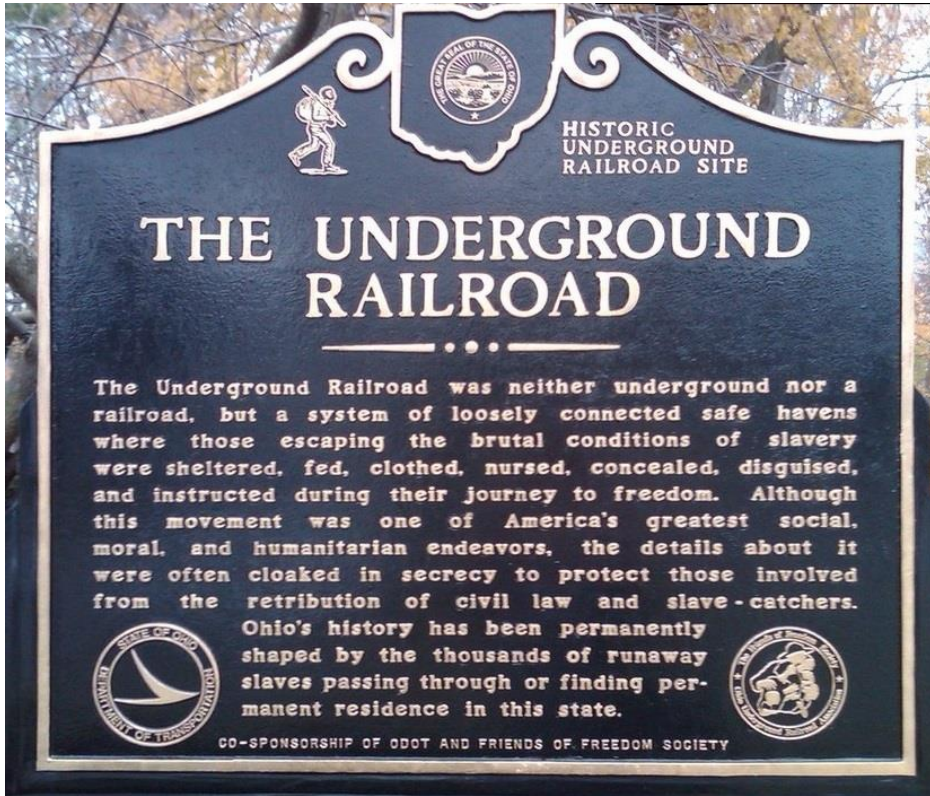


Info and online ticket sales at www.tecoshow.org

June Wavy Rails

By Joe Costa

Mostly Correct Underground Railroad Sign



There were underground rooms and tunnels where runaway slaves hid on the way north to Canada. And there were secret compartments in some train cars.

Underground Railroad Museum, Washington NC





Underground Railroad Goodridge House York, PA

William C. Goodridge (1806 – January 1, 1873)^[1] was a prominent multiracial businessman in [York, Pennsylvania](#), in the mid-1800s. He was a Black American [abolitionist](#) and a conductor on the [Underground Railroad](#). Born a slave, Goodridge and his wife, Evalina Wallace Goodridge, started with a barbershop in 1827 and built a significant estate through diverse investments and enterprises, all of which they put at risk as stationmasters in the Underground Railroad.^[2]

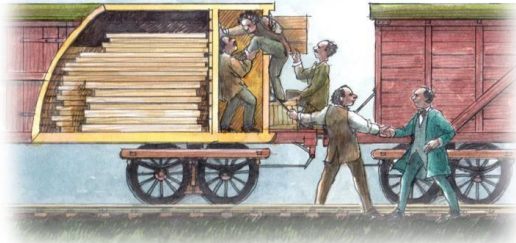
In 1840 Goodridge briefly expanded to an additional barbershop in Philadelphia. That only lasted a year, but may have established important business contacts. In 1838 the railroad had come to York from Baltimore and in 1842 Goodridge opened a freight delivery service, the "Reliance Line of Burthen Cars", which served 22 towns along the railroad line between York and Philadelphia.^[2]

Underground Railroad activism

The Goodridge House had a hand-dug hideaway under the kitchen that was discovered during renovations in the 1900s. Goodridge is believed to have hidden [freedom seekers](#) there, and also in a hideaway under the stairs in Centre Hall, before transporting them East across the [Susquehanna River](#) to Columbia or on to [Philadelphia](#). His Reliance Line rail cars may have had secret compartments that were used to transport people to freedom; the rail depot was just a short distance North of the house.

He worked in a variety of fields during his life, but the one most connected with the Quest for Freedom involved Goodridge's work with the railroad industry – the Goodridge Reliance Line comprised 13 railroad cars serving 20 Pennsylvania communities. Goodridge used his rail cars with false bottoms to transport freedom seekers along the Underground Railroad.

Real Railroad Smuggling Above Ground



Compartments would be at the bottom or ends of cars. Channel 9 in Minneapolis, where he was buried, has a video.

[William Goodridge, an Underground Railroad hero buried in Minnesota \(youtube.com\)](https://www.youtube.com/watch?v=...)

In Memory of Old Chicago



Need to print this out for the downstairs layout as a backdrop.

Blueridge Tunnel Trail



For those who have the urge to walk a railroad tunnel and not get in trouble, there is a legal 4200-foot-long tunnel in Virginia that predates the Civil war and was built by black slaves and Irishmen and designed by a French engineer. There is an old tunnel in Virgia open from dawn to dusk.



Now, old abandoned railroad tunnels can be hazardous to your health, but when they are maintained and sanctioned by the State, they are safe and well-maintained with gentle grades.

The Greenbrier Express

The original 95-mile section of this railroad was first constructed in 1902 by the Chesapeake and Ohio Railway with an eye toward timber resource development. It continued serving that purpose until rail traffic declined and most of the line was abandoned in 1978. Today's Greenbrier Express trip takes you on the northernmost 15-mile portion that was purchased by the West Virginia State Rail Authority. Unfortunately, a catastrophic flood in 1985 washed out major portions of this line. Thanks to a private/public initiative between the WV State Rail Authority and Durbin & Greenbrier Valley RR, the track has been reconstructed and now offers a new and different option to visitors at the iconic Cass Scenic Railroad State Park

The original 95-mile section of this railroad was first constructed in 1902 by the Chesapeake and Ohio Railway with an eye toward timber resource development. It continued serving that purpose until rail traffic declined and most of the line was abandoned in 1978. Today's Greenbrier Express trip takes you on the northernmost 15-mile portion that was purchased by the West Virginia State Rail Authority. Unfortunately, a catastrophic flood in 1985 washed out major portions of this line. Thanks to a private/public initiative between the WV State Rail Authority and Durbin & Greenbrier Valley RR, the track has been reconstructed and now offers a new and different option to visitors at the iconic Cass Scenic Railroad State Park.



OK, it took forty years

West then East Road Trips

As mentioned last month doing a west coast railroading road trip this year and perhaps an east coast railroading road next summer.

Military Times:

Civil War Soldiers (Finally) Awarded Medal of Honor

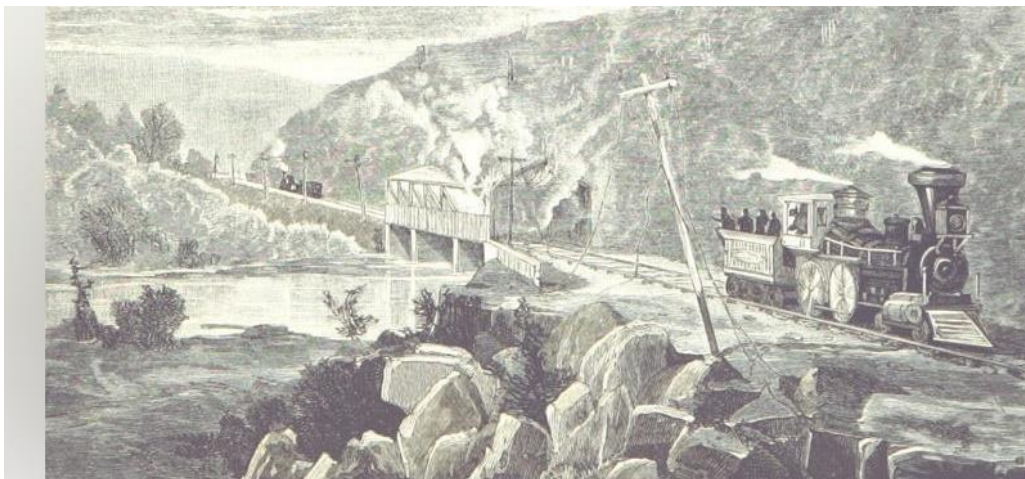


Story by Jonathan Lehrfeld

Two Civil War soldiers who infiltrated Confederate territory to steal a train and destroy the enemy railroad system were [posthumously awarded the Medal of Honor by President Joe Biden](#) on Wednesday.

Pvt. Philip Shadrach and Pvt. George Wilson, members of the 2nd Ohio Volunteer Infantry Regiment, are finally set to receive recognition as participants in what is known as the "Great Locomotive Chase."

Only took 162 years.



An illustration of the
© Provided by Army Times



June 2024 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Mark Fuerstenberger at 7:03 in the community room of the Sand Creek Police Station. There were 21 members present.

Secretary Report

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

Treasurers Report

Tony had hard copies of the treasurer's report. The statement reflected the recent activity in the treasury. The statement was accepted as presented.

Announcements

Mark asked Mike Maline for an update on the PPD membership. Our member list has gone from 106 before COVID-19 to 75 at the current time. The RMR numbers have gone from 837 to 666 in the same period.

Mark took note of the recent RMR convention in Salt Lake City and the lack of publicity about it. The regional board will try to do better in the future. There are current thoughts that there may be a Mini convention in Durango in 2025.

The Leadville train ride on July 9th has 19 folks signed up. The ride begins at 10 AM and lasts for 2 ½ hours. There was a discussion of having a group lunch after at High Mountain Pie. They hope to arrange carpools for the group to travel over. The drive to Leadville is estimated at 2 ½ hours.

The Union Pacific steam program will start a tour of the western US on June 30th with the Big Boy. Mark said that because he will travel to witness part of the tour, he will miss the July meeting. Elizabeth will chair the meeting.

Elizabeth also discussed the 'summer' picnic at the Trolley barn on August 10 from 11 AM to 2 PM. The local NRHS chapter will join us. The event will be inside the conference room. Elizabeth asked for folks to not only bring side dishes, but soda pop and ice as well. Contact Elizabeth to coordinate your dishes. It was suggested that the Division make a flat donation to the Trolley Museum for use of the facilities. Elizabeth indicated that she would procure the fried chicken for the entrée. The motion was made and passed to budget up to \$400 for the chicken and Museum donation.

Mark resurfaced the question if the PPD might like to consider an alternative meeting schedule to increase attendance at regular meetings. He plans to present the question to all the PPD members in a survey to ask for input. Alternatives discussed included daytime meetings in winter, earlier start times in summer, and different days of the week.

It was brought up that Roy is closing the train store on August 31. He is currently offering a 30% discount on merchandise. Considering this, Tony asked if the PPD wanted to authorize a budget for Christmas gifts. A motion was made to authorize up to \$500 for gifts. After discussion, the motion was amended to authorize \$400 for gifts. Motion passed.

Andy had pictures of the retired Cog Railroad car that was moved from near the old depot in Woodland Park to a location along his mail route. It was noted that vandals had broken one of its windows.

Mark surfaced the current situation around the discovery of copyrighted material in some newsletters on our website. Though the offending material was immediately removed a law firm claiming to represent the originators has contacted us demanding compensation. We have asked for support from the NMRA legal counsel on how to proceed in the matter. Mark outlined the possible actions and asked the members for their thoughts. The consensus was to follow the counsel and wait.

Charalee Topinka announced that the Colorado Live Steamers, 7401 Calhoun Byers Rd, Byers, CO will have an open house on 22-23 September. Everyone is invited.

Tony provided info and location handouts for an estate sale that included an HO layout for the weekend following the meeting.

Elizabeth conducted a silent auction for model RR items belonging to TECO.

It was reported that Joe Costa had undergone a successful heart valve procedure and was resting at home.

Drawing

Tony conducted the regular door prize drawing.

Contest

The rolling stock contest results were Jack Sousa's transformer transport cars, first; Tony Pawlicki's BN boxcar was second and John Emmot's D NW & P boxcar and caboos was third.

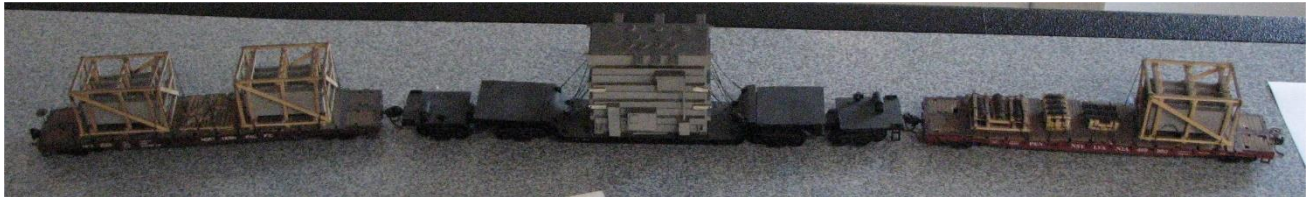
Program

After a short refreshment break, Charles Marchbanks presented a program on building a custom layout. He showed the construction of an HO DC-powered running layout that grew out of a TECO

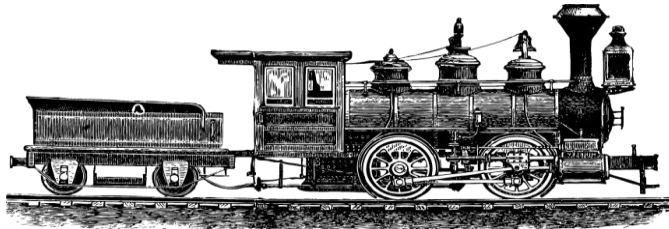
show contact. An elderly hobbyist wanted an operating track in his 'man cave' over his garage. Charles was able to build and revise a double-track dog bone to allow the operation of his collected equipment. Charles noted that schedule changes and internet outages had limited his access to some of the materials he had intended to include. He also provided a tour of several model buildings he found offered on eBay. Many were asking premium prices for less than 'craftsman' construction. He displayed a collection of very nice buildings he had constructed during his modeling history.

The meeting was adjourned at 8:50.









Notes from The Siding

By John Emmot

Another month has snuck by. Summer is in full swing. The PPD is going on the Leadville train this week. I had thought I would go but decided that the elevation out there might be an issue for me. I hope you all have a good time, and we will expect a full report with pictures at the meeting on Friday. Mark has said he will be chasing the 4014, so Elizabeth will chair the meeting. Modeling activities often slow down when it is nice outside, and I think that is the case. I haven't been in the basement as much lately, but I have some other distractors as well. I have done some light work on a couple of brass projects, some of my own and some for Dave at the Moffat RR Museum. Still, a way to go.

They are all familiar things, just need the motivation to do the time. My basement is a cool haven on those really hot days.

Remember the Division picnic at the trolley museum on August 10th. There is still plenty of time to decide what to take for a side dish to go with the chicken main course.

A few of us have been working on getting new windows in the caboose at Calhan. Still have several to finish. The next significant project is getting the soffit boards back on the depot. We have most of the original material. Some will need to be scraped or sanded, but not extensively. We will use small pneumatic nailers to fasten it back. You don't have to be a regular meeting attendee to come out and help. Getting the soffits in place is necessary to continue to keep the pigeons out of the building. If you are getting and reading this, you are welcome to come and work on some real railroad equipment. My contact info is in this newsletter.

As many of you already know, Roy Thompson is closing his train store in the Chapel Hills Mall. The markdowns are growing as the remaining time gets shorter. He has a huge inventory of model railroad material that won't be easily available after he is closed. It is worth your time to check it out before it is too late.

There are still train shows happening around the Rocky Mountain area. Check the 'coming events' tab on the WWW.RMR-NMRA.ORG website.

The Youth in Model Railroading is sponsoring a swap meet on August 17 from 9-4 at the Westside Global Methodist Church, 701 N. 20th Street, Colorado Springs. This is the same place where the Division had several swap meets in the past. It is across the street from the Uintah Gardens Shopping Center. Please support this local group.

Hope to see many folks 'round the roundhouse on Friday.

Lighter Rail

By Kristin Phillips

The Murphy Brother's Mural



Picture by Kristin Phillips 6-14-24

Everyone has crossed the intersection of Platte and Tejon going in one direction or another. Many have probably stood on the corner or crossed the street to Acacia Park. Just west of the corner facing Tejon is a train mural. Painted by Kim Polomka, it honors the railroad heritage of Colorado Springs. It once had sound for two minutes at the top of the hour from 8:00 AM to 8:00 PM daily. However, for several years the mural has had no sound.

When I called the old Albany Hotel, now the Albany Apartments at 228 N. Tejon, I spoke with an enthusiastic lady named Linda. She was so excited that I asked her about the mural and told me that the sounds came from a player in the attic of the building that was attached to two speakers on the side of the building. She thanked me for asking about the mural and was going to investigate why the sounds did not play anymore.

From Bill Vogrin's Side Streets column in the Gazette Telegraph, February 1, 2015:

"First came the distinctive hissing of the steam locomotive's brakes releasing.

Next was the chugging of the engine roaring to life, its huge pistons firing, sending power to large steel drive wheels. Squealing sounds signaled the spinning of those wheels as they grabbed for traction against steel rails.

A conductor shouted: "All aboard!"

Then a long whistle blasted, followed by the groaning and creaking of railroad cars rocking down the tracks as the train pulled from the station. The chugging intensified as the train picked up speed, followed by long blasts of the horn."

Vogrin's column continues that these were the sounds you heard in downtown Colorado Springs at the end of the 19th and into the 20th century.

This was the prime era of William Jackson Palmer's Denver and Rio Grande Railroad. The D & RG station and railyard were just a few blocks away, and people would have heard the sounds of the trains coming and going as they stood near the Albany Hotel.

The mural is still there; the sounds Polomka engineered are gone. The sounds were the final touch to a 60-foot by 60-foot mural that John and Chuck Murphy commissioned in 2013 because they were fascinated with local history, preservation, and public art. The brothers and John's dog, Abigail, are part of the mural in the lower corner.

According to Vogrin, John's comment of the times. at age 69, was "Nothing makes more noises than an old steam locomotive. "We're (he and his brother Charles) very proud of it."

Chuck's comment (2015), at age 79, said he proposed a mural for the building because he values art. He has included murals in many of the projects undertaken by his business, Murphy Constructors, which has renovated many prominent historic buildings in the area, including the Pioneers Museum, the Albany and Acacia hotels and the Union Printers Home in Colorado Springs, and the Cliff House, Barker House and Manitou Spa in Manitou Springs.

"This is street art," Chuck said. "It's something that informs, respects, and celebrates what has gone on here."

Polomka said he chose a monochromatic paint scheme with gold as the color to represent the mining district.

Then he persuaded John and Chuck to let him paint them on the mural.

"I think it's very fitting these two guys are included," Polomka said. "They are iconic to Colorado Springs. And it speaks a lot of history here."

Vogrin explains, "While the sounds evoke images of Palmer's D&RG, the railroad depicted in the mural is the Colorado Springs and Cripple Creek District Railway, which operated from 1901 to 1920 on a 45-mile standard gauge rail line from the Santa Fe Railroad station on the east end of downtown up the south slope of Pikes Peak to the gold district of Victor and Cripple Creek.

In the mural, locomotive No. 8 is eastbound out of Rosemount Station, circa 1910, midway to Cripple Creek and is flanked by Mount Big Chief.

It was known as the Short Line because it cut miles off the route up Ute Pass taken by other railroads.

The CS&CCD followed a route near the old Lowell School south of downtown and was built in just 15 months, using 31 timber bridges to cross creeks and canyons along the way.

The Murphy brothers chose it because one of the original investors was William Lennox, who built the Albany in 1902."

William Lennox (b. 1850) had come to the Colorado Springs area from Iowa in the early 1870s, started a coal delivery business with his brother, and befriended Gen. Palmer. Lennox became wealthy from a mine and ore processing company he owned in Cripple Creek during the gold rush, and he built the 70-room Albany Hotel to house railroad workers, tourists, and other middle-class visitors who couldn't afford the more expensive Antlers Hotel.

The Short Line went bankrupt in 1919 and closed in 1920. While part of Gold Camp Road is drivable, it has been converted to a hiking trail as the tunnels are not safe anymore.

Vogrin's interview with the Murphy brothers elicited these comments. "I've lived here all my life and driven that road [GoldCamp], and I thought how neat it would be if that train was still running," John said.

If he couldn't re-create the train, at least he could re-create its sound.

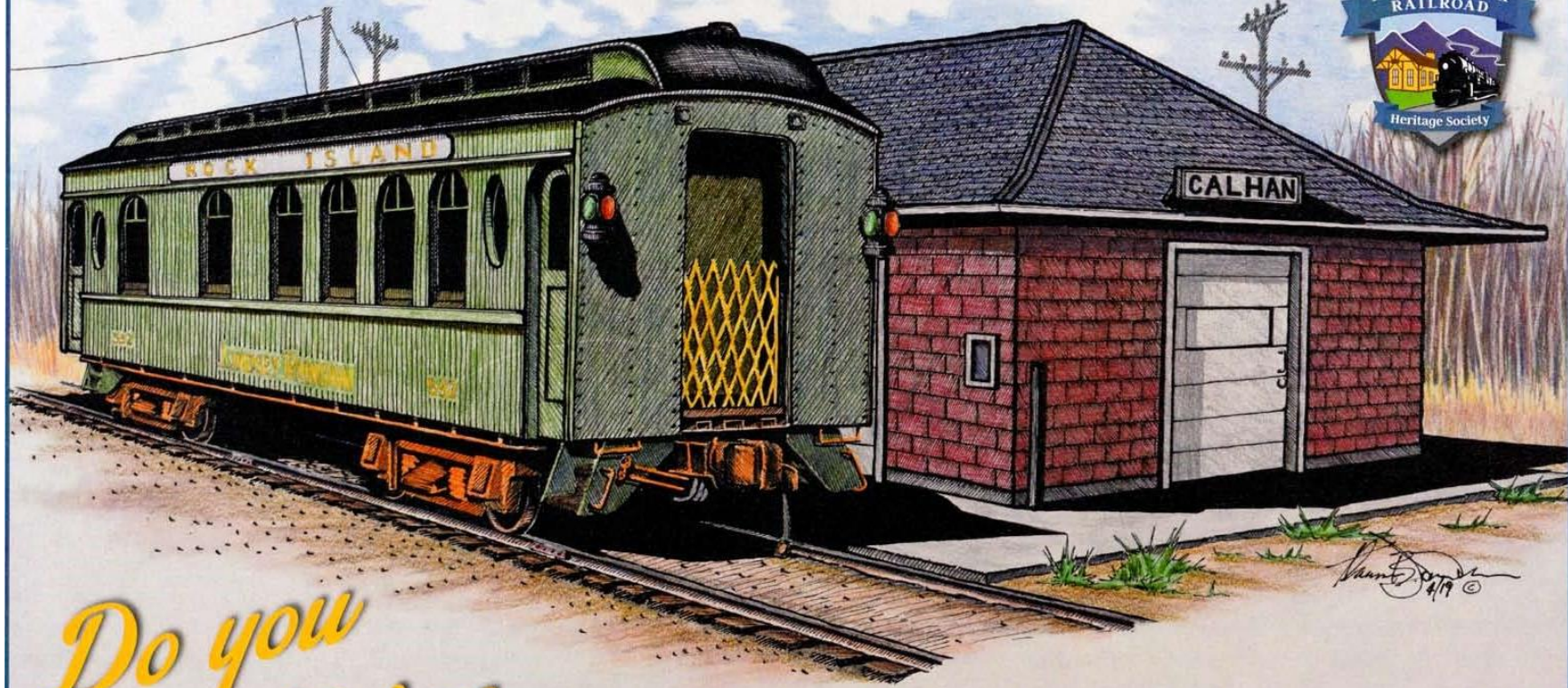
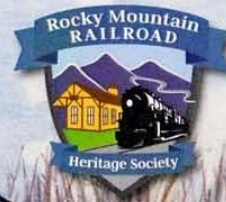
Chuck said the effects were real, based on his memory as a boy.

"I remember those sounds well," Chuck said. "We had two train stations. We rode the trains to Chicago and Cleveland and other places. It was a big deal."

So, he is tickled that Polomka captured a scene from that era and dressed up in an otherwise drab building.

"I'd rather have a mural than a blank wall," Chuck said. "Now we have something interesting, dignified, and historic."





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