



The

# *Milepost*

**Volume 45, Number 7 – July 2025**

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



**NEXT MEETING:**

**Friday, July 11<sup>th</sup>, 2025, at 7:00 PM**

**The New Sand Creek Police Station 950 Academy Park Loop  
(Northeast of the intersection of Fountain/Academy)  
Colorado Springs, Colorado**

## Calendar of Events

### January 10<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

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

### February 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Travelogue

### March 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: East Broad Top

### April 11<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

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

### May 9<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

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

### June 13<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Layout Update

### July 11<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Tourist Train Tour

### August 8<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Colorado Live Steamers

### September 12<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Proto Program: The McKeen Motor Car

### October 10<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photo Model Program: More Microcontrollers

### November 14<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting

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

### December 12<sup>th</sup>, 2025 (Friday)

NMRA-PPD monthly meeting.

Program: Christmas Party!



*The Milepost*, Volume 45, Number 7, July 2025, is published monthly as an electronic document (Adobe PDF file) by and under the authority of the Pikes Peak Division (Rocky Mountain Region) of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We would love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroads (and railroad) activities. Unless otherwise noted, all content in this journal is copyrighted to its respective owner. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etc., without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address [dave@bristow-family.org](mailto:dave@bristow-family.org). Thank you.

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[ Open ]

## Next Meeting on Friday, July 11

Our meeting will be at The Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado.

Be sure to occasionally check the Rocky Mountain Region website for the latest events and happenings, as well as the current Callboard:

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

## 2025 Schedule

- July David Solly – Tourist Train Tour
- August Chris Thistlewaite – Colorado Live Steamers
- September Elizabeth Maline – The McKeen Motor Car
- October David Bristow – More Microcontrollers
- November Ken Rambo – Vintage HO, Athearn
- December Christmas Party!

## Editor's Thoughts

Last October, after a presentation I gave on microcontrollers, Frank approached me for help getting his model railroad operational again. He provided a brief overview of his issues, and later that month, I arranged a visit to his impressive layout, complete with multiple mainlines, sidings, detailed scenery, and structures.

A quick initial assessment revealed no obvious shorts on the rails, and hearing his Big Boy rumble to life before Frank turned off the sound confirmed his ESU control station was functioning. My immediate conclusion was that the problem, or problems, lay beneath the surface, likely in the wiring. As an engineer, my first question was for a wiring diagram, to which Frank admitted he had none. The silver lining, however, was consistent wiring colors.

Methodically working our way around the layout, I systematically located and repaired each wiring fault – a mix of shorts, broken feeder wires, and loose connections. Next, we tackled the turnouts, which presented their own set of potential issues: loose or broken connections, a failed controller, or a broken Tortoise motor. It turned out Frank had experienced every one of these possibilities. I repaired the faulty wiring, and Frank acquired a new turnout controller and a couple of new Tortoise motors, which I then installed. Presto! All 24 turnouts sprang to life.

The final electrical hurdle was the signal lights, again a matter of loose or broken wires. With these last fixes, Frank now has a fully functional layout, ready to run all of his magnificent locomotives!

During my visits to Frank's layout, our conversations often drifted to locomotives. He showed me an SD70, for which he'd purchased a LokSound 5 decoder pre-loaded with a sound file. I volunteered to install the decoder and speaker, little realizing the project would soon expand to replacing all the locomotive's filament bulbs with LEDs. While I had the body off and was working on the internals, I also suggested adding a "stay alive" unit, to which Frank readily agreed. Now, Frank proudly owns an EMD SD70 locomotive complete with rich sound, vibrant LED lighting, and reliable "stay alive" performance.



While this experience offered valuable lessons in learning, assisting, and inspiring, the most significant outcome has undoubtedly been the deepening of our friendship.

David

## **Keepin' it on the Tracks**

**By Mark Fuerstenberger**

**Royal Gorge Train Ride – July 13<sup>th</sup>, Canon City, CO**

Mark & Amber are planning on riding the Royal Gorge Railroad on Sunday, July 13<sup>th</sup> at 3:30pm in the afternoon. We are just putting it out there, so that if anyone else is interested in going you know when we'll be there.

**90<sup>th</sup> NMRA 90<sup>th</sup> National Convention – July 14<sup>th</sup> thru July 19<sup>th</sup>, Novi, MI**

**Georgetown Loop Railroad – Sunday, August 17<sup>th</sup>, Silver Plume, CO**

The Pikes Peak Division picked the Georgetown Loop Railroad this year for our annual outing. At the June meeting it was decided that Sunday, August 17<sup>th</sup> will work best for everyone. The tickets will be \$38 each. We are planning for the 11:25am trip.

**Colorado State Fair – August 21 thru August 24<sup>th</sup>, Pueblo, CO**

The Pikes Peak Division module group is planning to set up at the Colorado State Fair this year. We will be setting up on Thursday, Aug. 21<sup>st</sup>. We will run trains for the first 3 days of the fair, Friday Aug 22<sup>nd</sup> through Sunday, Aug 24<sup>th</sup>. Tear down should be at the end of the day on Sunday, Aug 24<sup>th</sup>.

### **NMRA Interchange**

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

<https://www.nmra.org/members/nmra-interchange> You'll find a few simple steps to get setup.

This setup process is only required the first time, and after that it's easy to jump online and see what others are doing. The site also allows for easy conversations, just like you might do on Zoom. I encourage you to check it out.

## **Drawing Prizes Preview**

**By Tony Pawlicki**

"Teaser" preview of some prizes available at the drawing during intermission at the July 2025 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! (ALERT: We have exhausted ALL the various donations from Wade, Alan and Mr. Lugg.)**

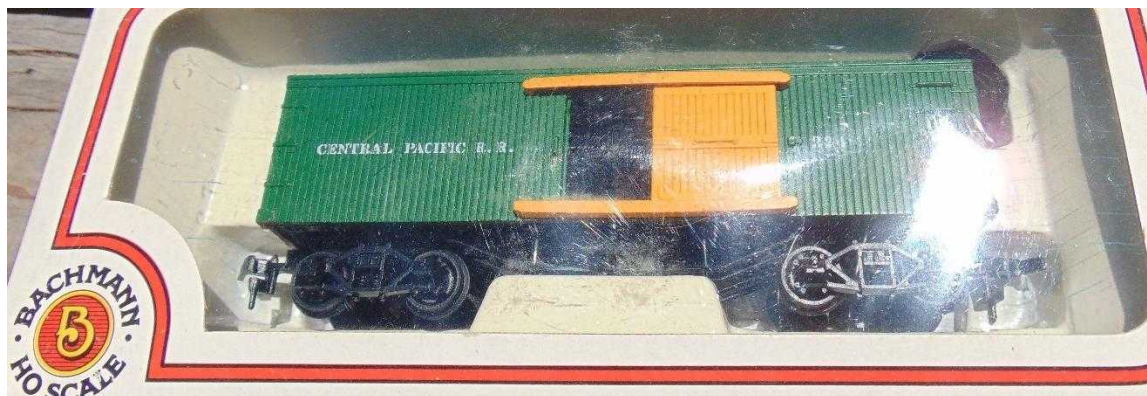


**We need some more donations in the long run, so cast a critical eye on your cars, structures and catch-all drawers for orphans that you might finally decide to disown.**

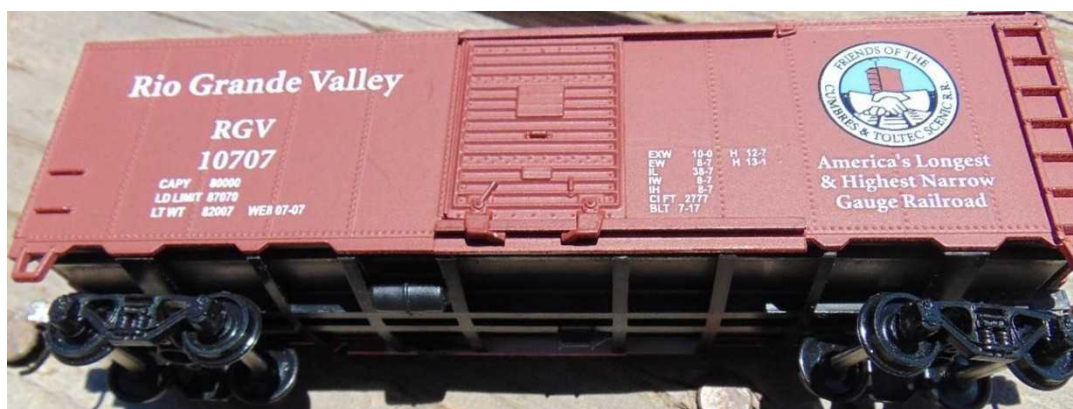
(Some of) The July Meeting Offerings (**feel free to contribute more at the meeting; some more of Wade's freebies will also be available, free to good homes**):

Taking my advice, Andy Buco systematically looked over his collectibles and discovered some duplicates that he has kindly donated to the Division for use as drawing prizes. Some of them for this month's drawing are described below.

Central Pacific 224. HO scale Bachman model of an old-time wood-sided 36-foot boxcar. Horn-hook couplers Gift of Andy Buco.



RGV 10707. HO scale Athearn model of 40-foot Rio Grande Valley boxcar, a Friends of the Cumbres & Toltec memorial model. Plastic knuckle couplers. Gift of Andy Buco.



NMRA 1974. HO scale model of 50-foot wood-sided express reefer. 25-year anniversary commemorative of the Rocky Mountain Region of the NMRA. Express trucks. Horn-hook couplers; 2 broken stirrup steps. Gift of Andy Buco.



# Module Workday

**By Amber Fuerstenberger**

A few weeks ago, Mark and I were happy to host 2 module workdays at our home. We brought the PPD trailer home and unloaded most of the modules into our living room and brought up a stock of our landscaping and building supplies. Saturday and Sunday we had people come and help clean, repair and update the PPD modules. They all got a thorough cleaning, buildings and items glued down and repaired and even ballast added. Mark even installed a moving fly fisherman on the inside corner. You'll have to check it out at the Pueblo Show!

Thanks to everyone who came!







# July Wavy Rails

By Joe Costa



Here is a close-up of the Cheyenne Station







## Amtrak to the Midwest

The original plan was to take Amtrak from Denver to Chicago and Michigan. We were too slow to sign up for the NMRA convention. To be honest, it didn't sound that interesting after Long Beach and Durango.

Instead, we are looking at the Huckleberry Railroad which has two steam engines, one from Alaska and one from the Rio Grande (via Knott's Berry Farm in California).

## Working on the Downstairs Railroad

Got a couple of nice double track plastic tunnel shells and installed them. The wall track goes to Fort Carson while the nearest track goes to the Colorado Springs Yard. The mountain needs a little more work and will be removable for access. Originally, the tunnel was a single track. The turnout is much more accessible now.



## Show and Tell: Anything Goes and Free-form

By Tony Pawlicki

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

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



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

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

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

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

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

**EXAMPLES:**

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



**Colorado State Fair**

**By: Mark Fuerstenberger**

**History of the Fair**

The Colorado State Fair is one of the state's longest-running traditions with its deep agricultural and cultural roots. It began in 1869 when a group of local farmers and ranchers organized a fair in Pueblo, Colorado, to showcase livestock, crops, and craftsmanship. Pueblo, Colorado, became the permanent home of the fair on Oct. 9<sup>th</sup>, 1872 due to its central location, at the time, and strong agricultural presence. Over the years the event has grown in size and popularity and eventually gained official state recognition in 1886 when it was incorporated. By 1917 the fair received a State Fair Commission and received its first levy of 1 million dollars for operation and maintenance. This allowed for the further development and construction of the buildings and arenas.

In its early years, the fair primarily focused on agriculture, with competitions and exhibitions highlighting the region's farming and ranching achievements. As Colorado's population diversified and expanded, so too did the fair's offerings. Entertainment, carnival rides, parades, and concerts became staples of the event, attracting visitors from across the state.

Today, the Colorado State Fair resides on 102 acres of land and remains a celebration of Colorado's heritage. It features a wide range of events, including rodeos, art exhibitions, 4-H competitions, food, games and live music. It is held each year in late summer and continues to reflect Colorado's agricultural roots while embracing contemporary culture, making it a cherished event for generations of Coloradans.

## Memories of the Fair

Over the years my family has enjoyed going to the Colorado State Fair. From the time that I was in 3<sup>rd</sup> grade clear through my senior year of high school I built wood working projects through the 4-H program. These projects would then be on display and judged at the Teller County fair. For my first year I built a simple step stool and received a blue ribbon. Following that initial project I went on to build much larger furniture pieces and the last 3 projects were large enough that they required a trailer to take them to the fair. Through that 8 year period I worked hard and was fortunate enough to place Grand Champion with all those projects. Since my projects placed 1<sup>st</sup>, they were automatically selected to go to State Fair in Pueblo and be entered in the competition there. I remember each year my family would head down to the fair with the excitement of seeing how my projects had placed against the rest of the state projects.



After going to check out my projects first, we would then enjoy the whole day at the fair. Quite often we would stay in the evening for the carnival and free concerts that took place. I know that my mom especially enjoyed it each year, as it almost felt like reliving her childhood. That was because she and her sisters had all participated in 4-H all of their years growing up just as I did, and their parents took them to the fair just like they were taking my sister & I.

Throughout my high school years, I actually worked at State Fair each of the weekends Friday thru Sunday. At the time my job was to drive around news and media folks to the different events and show them around. Here I am outside of Camp Tobin on the State Fair grounds.





## **The 2025 Colorado State Fair – Aug 22-Sept 1**

This year I am especially excited to take our Pikes Peak Division layout to the fair and operate trains for the public to see. While this is not the first time that the module group has participated at State Fair, it has been a number of years since the last time it was done. This year we will be setting up the layout on Thursday, August 21<sup>th</sup> before the fair opens. Then we will operate trains for the first 3 days of the fair. During these first 3 days we could see upwards of 50,000 people each day. This will be a great way to get our name out there, as well as show our passion for model railroading. Who knows, we might even attract a couple of new members.

Whether or not you have been to the fair before, I hope you consider coming this year. Not only to see and experience it, but to also support our local Pikes Peak Division and the module group.



## **June 2025 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 23 members present and no visitors.

### **Secretary Report**

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

### **Treasurers Report**

Tony had hard copies of the treasurer report. The statement reflected the interest payment, drawing receipts. The statement was accepted as presented.

### **Announcements**

Mark mentioned that services for Beth Hutchins were held on June 10<sup>th</sup>.

Bill LaFollette said that he had acquired the collections of several recently deceased members and he would be happy to show them to anyone who would like to have a bargain if they find items they need. Call Bill.

Mark noted that the RMR Convention was held in Durango last month. There were several PPD members in attendance with lots of good events and train rides. A couple of PPD members (Chris Thompson and Kristin Philips) won several model contest awards.

Mark announced that he will host a module work weekend at his house on June 21st and 22nd from 10am to 2pm or later. All members are welcome to take their modules for assistance or to attend to work on PPD modules or other RR projects. The trailer will be present. His address is in the June Milepost.

Mark reminded everyone of the Sherman Hill Train Show in Cheyenne, WY on June 28 and 29.

Mark reported that he and Amber plan to ride the Royal Gorge train at 3:30 on July 13<sup>th</sup>. He invited any other interested members to join them.

Joe and Kristin are planning to attend the NMRA National Convention in Novi, Michigan in July.

The Union Pacific Big Boy is scheduled to make a trip from Cheyenne to Denver and back on July 17<sup>th</sup>. It should be accompanied by its new 'helper' the SD70M, 1616, Abraham Lincoln.

There was open discussion about the Division summer trip to the Georgetown Loop. It was decided that the 11 o'clock train on AUGUST 17<sup>th</sup> was the best. Ticket price is under \$40 each. Most members present indicated they intend to attend.

The PPD layout tour was discussed. David Solley and Tom Heinz are planning the tour. They noted that many of the layouts prefer a Fall schedule.

There was significant discussion about the PPD modules setting up for the first weekend of the Colorado State Fair in Pueblo. That would be set up on Thursday, 21<sup>st</sup>, run on Friday, Saturday and Sunday, with teardown late Sunday. Operations would be from 11AM to about 9PM each day. Chris Fox can coordinate with the Fair for access and parking, etc. There seemed to be solid, general support for the plan to go ahead. More information will come out as available. Module owners and members should contact Mark to confirm participation. You do not need to have a module to come run trains.

The Scenic Line Modelers, Inc, The Lockheed Martin train club in Littleton, CO is having an open house and potluck lunch on August 30<sup>th</sup>. They have invited members of the Front Range NMRA Divisions to attend if able. They will provide KFC and ask for side dishes if you can. You may operate their equipment on the layout, but no outside equipment is allowed. Location will be available.

Tony said anything goes for the July Show & Tell. Bring something and tell about it.

### **Contest**

The June contest of On-line buildings had only one entry and so no voting.

### **Program**

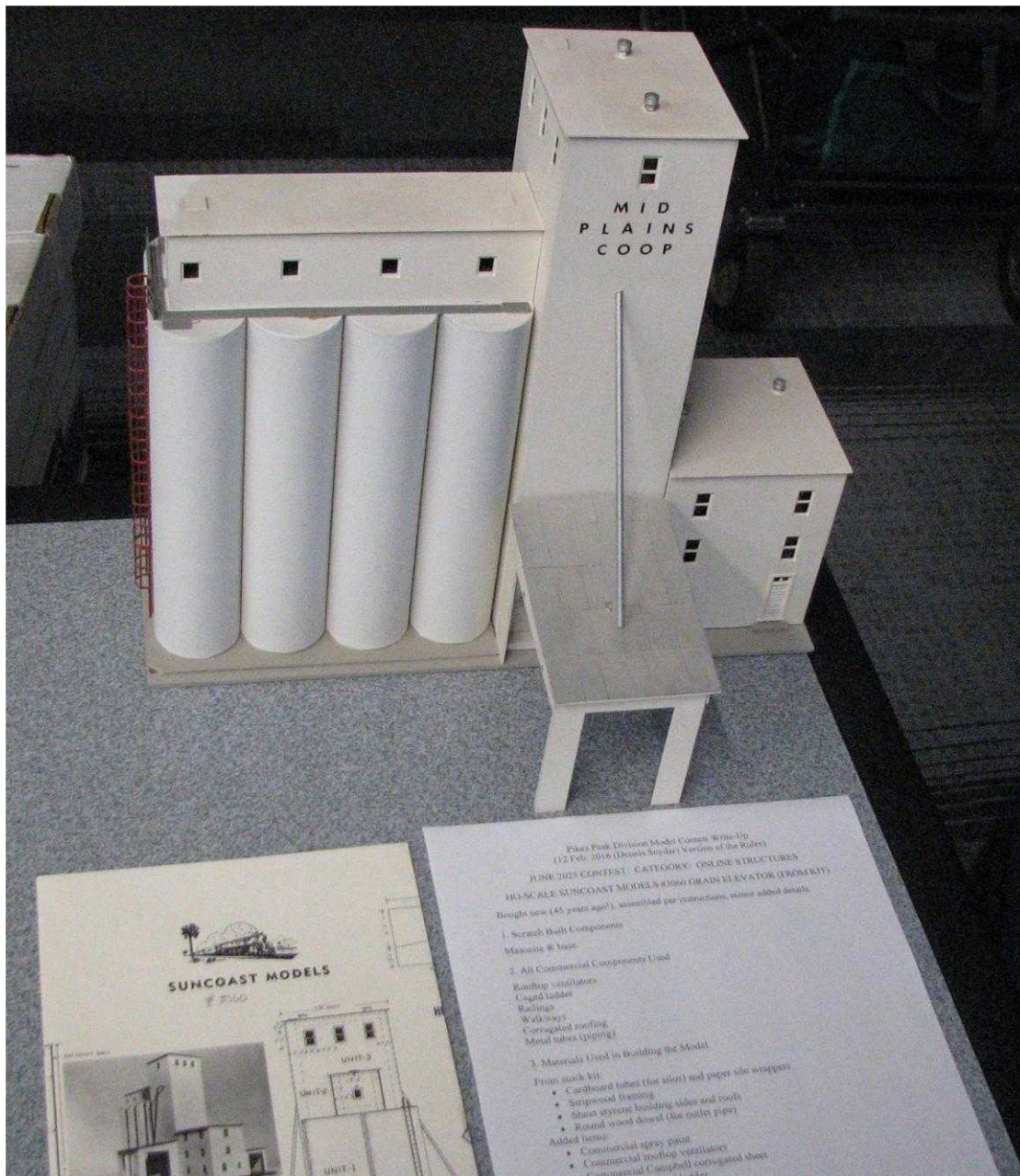
Charles Marchbanks presented a program on progress on his home layout. He detailed the relocation of some track and industries and changes of concept for some spaces.

The door prize drawing was held following the program.

The meeting was adjourned at 8:48.















## Notes from the Siding

**By John Emmot**

Another month has snuck up on me. Don't know if Dave will wait for me again or not. A lot has happened since the last time. Mark hosted the module repair weekend at his house. I went and helped accomplish some, but did not go back as I had intended, Progress was made, but there was more that could have been done. I don't know if there will be a chance to help again or if Mark and Amber will be stuck with it. It appears that most everyone wants to go to the State Fair in Pueblo for its first weekend at the end of August. I have done some other things, mostly for the Calhan project.

I was able to cut out the two small polycarbonate side windows for the bay bump out that were broken. Hopefully they will be just right to reinstall for the next workday. And the big side bay windows for the north side are closer to reinstalling. We had the rubber gaskets for one side, but apparently the gaskets for the rest were discarded in the cleanup. Since there is none to be had on the market, it occurred to me that I might be able duplicate the profiles using some cedar wood that I had available. I believe I have been successful with at least one pane. It took many shallow passes through the table saw to recreate the 'T' shape in wood. And much fine dust to breathe in. They will need to be painted black before installation. It will take some work to put them back as the entire assembly was dismantled to get access to work on them. We did acquire a pair of the expanding end gates for the passenger car. One of them was in good shape and I installed it at the east end of the car where the mounting hardware was intact. The second one was bent in several places and wouldn't collapse all the way. I ground the heads off the rivets and straightened the bars. In the process some of them cracked at the holes. John Ziegler was able to weld them, and I re-drilled the holes. I bought a bag of rivets, but they were too short for all the joints in the gate. After I redid the thin joints, I procrastinated on getting some longer rivets. I finally did that this month and now the gate is reassembled and functional again. It is ready to install at the other end of the car after it is stripped and repainted. It is surprising that many of the parts are solid brass. However, the mounting hardware is not all present on the car and some new pieces will have to be fabricated to mount the gate.

And one other project has progressed. The Moffat had three steel coaches built by the Pullman Company in 1913. I enjoyed building the wooden coaches from the Moffat. The steel versions are a new challenge. I found some plastic Harriman roofed cars that were the correct length. However, the widow pattern was not like the Moffat cars. Re- enter the laser cutter. Just as with wooden cars, multiple layers of styrene can resemble the steel sides. As with the others, drawing the openings in the stacked layers is the hardest part. I'll try to bring some parts for the in-progress show and tell



this month. The original cars had leaded glass decorative windows below the letterboard that were paneled over later in their life. Naturally, I want the originals and am trying to figure out how to replicate those windows.

As a reminder, Mark is planning to ride the Royal Gorge lunch Train at 11 AM on July 13<sup>th</sup> if anyone wants to go along.

The Summer Division trip to the Georgetown Loop is not scheduled until August.

With that, I hope to see a bunch of folks 'round the roundhouse this month. Come to a meeting and meet some other railroaders.



## **PIKES PEAK “N”GINEERS MODEL RAILROAD CLUB**

**By Mike Peck**



Clubroom Activity

## **Superintendent's Corner**

**By Glenn Hobbs**

In the past couple of months, I discussed in this column activities we can do in the summer. A couple of weeks ago, I sent everyone an email of activities that were proposed at the May business meeting. You were asked to pick one from each category. The categories were the club picnic, a train ride, and a field trip. I tabulated the results I got from you and presented them at the last business meeting. The club picnic will be at Palmer Lake Park and Mike Peck will be the dispatcher. The train ride will be the Royal Gorge Train, and I will be the dispatcher. The field trip will be to the Colorado Railroad Museum in Golden and Kristin Phillips will be the dispatcher. The dispatchers will coordinate the costs, dates, and times for the July business meeting. So please stay tuned.

As many of you know, Deb and I are involved in prison ministry and other faith-based activities. In July, we will be traveling to Eastern Kenya. We will be joined by several other members of our church. We will be going with local missionaries to visit some of the schools in the area. We will then spend the last 2 days on a safari. I plan to pack my DSLR camera with a telephoto lens in antic-

ipation of seeing some exotic wildlife. I'm not sure what we will see in the form of train activity. However, if I spot some trains, I will try and get some pictures.

We will be gone from July 10th until the 23rd. Unfortunately, we are going to miss the July business meeting. I have asked Mike Peck to run the meeting in my absence. Our Assistant Superintendent Kristin Phillips will be attending the NMRA national convention in Novi, Michigan, a suburb of Detroit.

Be sure to join us at the club room on July 5th, from 11am unto? We will be having pizza and Mike will be bringing the trailer and a canopy to display and sell railroad related items from Bob LaHair's estate.

At the end of June there was the Sherman Hills show in Cheyene Wy. The show was from the 28th to the 29th of June. More details will follow next month.

## **DCC Primer Part 3**

### **By Glenn Hobbs**

This is the third installment of my series on DCC for beginners. In the first article I covered the basics of DCC and in the second, I covered wiring for DCC and the basic equipment to get started. In this third part, I will cover how to run trains. With DCC, there is a little more to it than just putting the locomotive on the track, coupling some cars, and turning up the throttle.

All DCC locomotives have an address associated with it. That number has to be entered into the command station first. I will use the Digitrax Zephyr Express, that I talked about in my previous articles, as an example. The Zephyr Express comes with documentation that describes this process as just about all other command stations. As you will see below, it is a fairly straightforward process.

Just about every DCC locomotive, when it is new and right out of the box, will have the address of "3". This is fine until you start running a second locomotive with the same number. This is where the programming track comes in. In this case, you will use it to give the locomotive a unique address. It is recommended that you use the road number of the locomotive. This is the number that is below the side window of the cab.

The Zephyr Express (DCS 52) front panel

First, we will cover how to start running a train and then we will cover how to program an address for the locomotive. Above is a picture of the Zephyr front panel, I will be referring to this picture a lot as I describe the process of running a train and using the programming track.

The Zephyr Express does not come with a power switch. The device will power on once it is plugged into a power source. The device will make two short beeps, and the display will light up. The first thing you want to check, is to make sure the "TRACK STATUS" LED is lit. This LED is located below the display and function keys. If it is not lit, then press the button on the lower left corner, the one with the power icon and an arrow on the right. It should now be lit. If you are having difficulty getting a locomotive to respond, this is one thing you want to check.

Now place your locomotive on the track. Then press the key that looks like a locomotive on the upper left corner. Enter the address of the locomotive and then press the key again. The display will now show the locomotive address with steady black numbers. From here on, it's the same as operating a DC throttle by using the speed and the direction controls. If your locomotive does not move, first check if the "TRACK STATUS" LED is lit. Next, check to see if the headlamp on the locomotive is lit. If not, press the "0" key to see if it will come on. You can also try giving the locomotive a nudge to see if it will move. Having to nudge the locomotive is an indication of electrical contact issues. If this is the case, try cleaning the track and or clean the wheel sets on the locomotive.

Next, let's look at how to program the locomotive. First, place the locomotive on the programming track. Next press the key on the upper right corner of the keypad. This is the one that looks like a

hamburger with a curved arrow pointing up on the right. You are now in "Main Menu A". Now press the "1" key to enter "Quick Decoder Setup Mode". Before actually writing a new address, I always recommend that you do a read for the existing number of the locomotive first. To do this, press the "A" function key that is just below the display. Now wait a few seconds for the Zephyr to read the address off of the decoder in the locomotive. You will see the current address on Line 1 or Line 2. The address will show on Line 1 if the address is short (127 or less). If it is long (128) or more, it will show on Line 2. By doing this, you have verified the current address and have also verified that the Zephyr can successfully communicate with the decoder. On the bottom of the screen are horizontal scrolling messages. Be sure to check these messages. They can be especially useful if you are trying to troubleshoot an issue.

To program an address into the decoder, press the "1" key for a short address or a "2" for a long address (see above). Next, press the "C" key (DATA softkey). This will cause the numbers on the keypad to enter actual digits instead of menu selections. Now type in the desired address for your locomotive and then press the "B" to write the address to the decoder. Then press the Key with the "X" and octagon on the right of it. This will exit you from the programming mode.

At this point you should now be familiar with the basic concepts of DCC, how to wire your layout, and then be able to run trains. Next month I will discuss how to use your smartphone as a wireless throttle. There are free apps for both Apple and Android devices to accomplish this.

### **Bob's Trains & Other Items**

I will bring all of Bob's passenger trains, modeling tools, scenery items, shirts, and ball caps to the club on Saturday July 5th. I will start setting up around 12 noon in the dumpster area. If you can help that would be great as I plan to have two canopies, and some pizza. We'll use tables from the club trailer. Bring a chair to sit in and cash or checkbook, we'll see how well we can wheel and deal!

### **Sherman Hill Show**

Chris, Mary & I arrived at the Archer pavilion a little after 3 pm. We were the second ones to arrive so no waiting to enter. We dropped off all the modules and sales items. We were able to park the trailer inside the rear part of the facility. We left to check-in at our hotel then went to get something to eat.

We arrived back at Archer around 9 am and started setting up the layout and moved the sales items to the sales tables. Other members and modules started showing up around 10 am. Steve and Thersa Goff with the Estes Valley group arrived and we started to figure out how the rest of the layout was going to go together. This was the first time in club history that we set up with another club. The original plan was to make an "E", but we ended up making something like an "F" but with three legs instead of two. We used 57 modules and one two track bridge. There were two inside DC loops and two outside DCC loops. After I placed our bus lines and Steve placed theirs, I turned on the Digi-Trax and tested the loco. NO shorts or other electrical issues. We did have some leveling and track connection issues, but we took care of these. We were already for Saturday morning.



Group watching while we test ran a locomotive.



Steve & Theresa set up their "Z" scale layout while we were running a locomotive.



The EV&PPNG RR group, Theresa, Mike, Steve, Chris, Dave, Lee, and Joe. Mary & Kristin were working the sales tables when this photo was taken.



Estes Valley end of the layout.



PPNG end of the layout.

I will send out an addendum with more photos that I need to get downloaded.

Chris & I took several train photos of trains that passed the hotel and ones we were able to catch along the interstate. We also got to tour the Sherman Hill club layout, so I will be downloading those photos and waiting for Chris's photos as well.

### **"N"GINEERS Editor's Notes**

I'll be sending out more information on the Dinosaur Resource Center show in the addendum, along with more photos. I just want to get this portion of the Railhead out.

## **The Lighter Rail**

**By Kristin Phillips**

Joe and I attended the Sherman Hill Train Show this past weekend in Cheyenne. Although there were many great layouts and vendors, attendance was sparse. This may have been due to it being on the same weekend as the Greeley Stampede.

As some of you may remember I wrote about the Merci cars in my column, the Lighter Rail last November from information gathered at The Amusing Planet website The Merci Train: 49 Boxcars Filled With Gratitude.

"The 700-car Friendship Train sent by the Americans was the brainchild of Drew Pearson, an American newspaper columnist and nominee for the Nobel Peace Prize. Pearson was in Europe when he noticed that the Russians were being lauded and 'thanked' for their contributions of a few carloads of grain delivered to Europeans. Being a staunch anti-communist, the great fanfare celebrating these meager gifts rankled Pearson. He believed that the United States could surpass the communists in sending food to the desperate, hungry Europeans."

"At Pearson's initiative, a country-wide effort was launched starting from Los Angeles. A train with a dozen boxcars filled with macaroni, sugar, flour, and other food supplies left Los Angeles on an



eleven-day journey across eleven states stopping at more than thirty cities and towns along the way. Newspapers, radios, and local organizations including schools and churches helped spread the concept of Pearson's Friendship Train and urged Americans to donate food and supplies. The response was overwhelming. Food, clothing, fuel, and other supplies began to pour in from all states”.

“When all trains originating from different parts of the country converged in New York, more than 700 boxcars loaded with \$40 million worth in relief supplies had been collected. Once in New York, the supplies were unloaded and shipped off to France to be distributed directly to individuals throughout the country.”

“The following year, Andre Picard, a French railroad worker and war veteran suggested that France reciprocate by sending a gratitude train filled with gifts and mementos from his countrymen. Much of 1948 was spent collecting gifts from individual citizens. They ranged from art, wine, needlework, local specialties, furniture, books, homemade toys, and children’s drawings, including a jeweled Legion of Honor medal that reportedly belonged to Napoleon. All in all, over 52,000 gifts were collected. These were crammed into 49 railroad cars, meant to be divided amongst the 48 American states with the remaining car to be shared by Washington D.C and Hawaii. Each boxcar was decorated with a painted 'Gratitude Train' ribbon and with 40 coat-of-arms representing the provinces of France.”

The Merci Train consisted of 49 French boxcars one for each state in the Union at that time and a shared car for the territory of Hawaii and Washington, D.C., filled with gifts handmade by French citizens for the American people in gratitude for the American Friendship train which sent more than 700 American box cars of relief goods to France and other European countries after World War II. Most of the gifts were sent by individual Americans in 1948. The Merci Train arrived by ship in New York Harbor on February 2, 1949, and one car loaded with gifts was delivered to each state. Welcome parades and ceremonies occurred in the state capitals and prominent cities. The largest parade and ceremony occurred in New York City where more than 200,00 people gathered to welcome the state’s boxcar.

The Merci box cars or 40 and 8 cars of World War I and II were primitive with no seats, no windows, no toilets, and no sleeping or dining accommodations. Each man had barely enough space to sit down and they had to fit their bodies in rows to have enough room to lie down for sleep. They held 40 men or eight horses.

When we were in Cheyenne five years ago for the NMRA Regional Convention we found the Wyoming boxcar languishing on Lincolnway Avenue in a strip mall. It was intact but sadly neglected. No one has any idea what happened to Colorado’s. It has been missing for years. A plaque from the car is at the Colorado Railroad Museum in Golden and the “Forty and Eight Society” has the other plaque. There are some artifacts from the Colorado car in the library in La Junta.

After searching out information, we discovered that American Legion Post 6 in Cheyenne has totally restored the car and it now sits in their parking lot behind a chain link fence. It is beautiful.



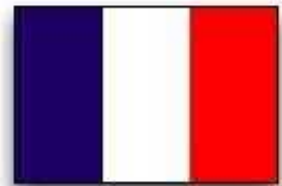
Front of Merci Car





Back of Merci Car

I hope to recreate a Merci Car in HO scale. Joe and I found a "40 and 8" car online. Now comes the details. It will take a while.

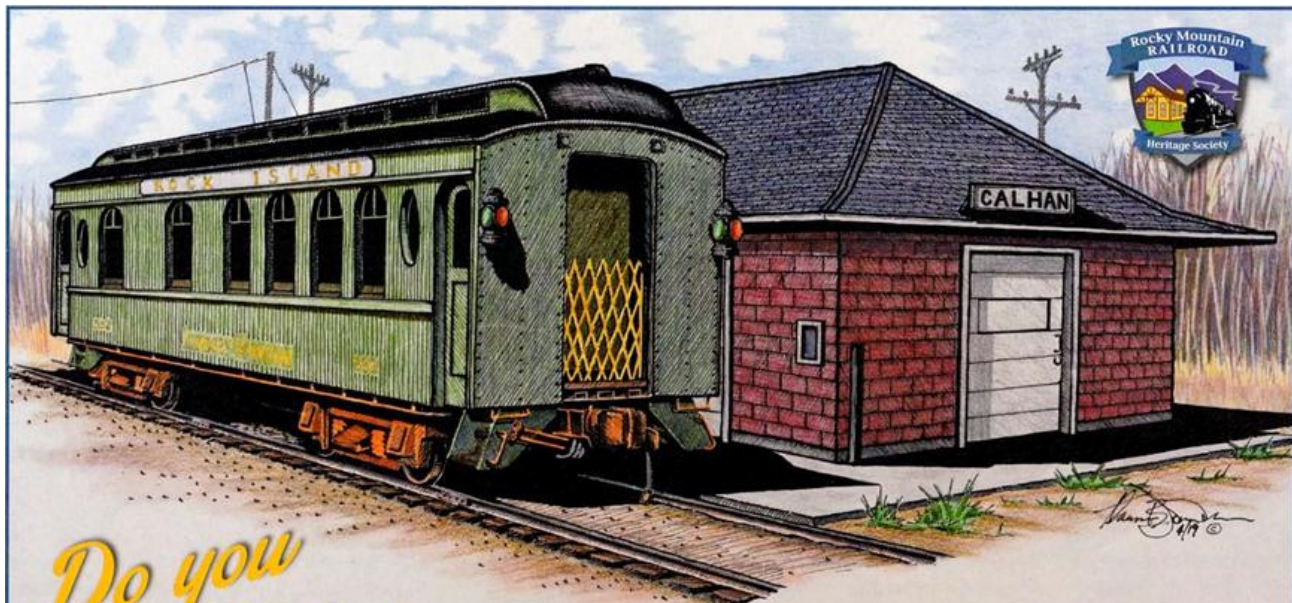


## Advertisements

Roy recently purchased a large collection of model railroad products of all gauges from a part time dealer who passed away. There is a lot of great stuff and buys. Roy can only accept cash and checks no credit cards. If you are interested, please contact Roy at [aviationhistory@comcast.net](mailto:aviationhistory@comcast.net).







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