



The

# *Milepost*

**Volume 45, Number 6 — June 2025**

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



**NEXT MEETING:**

**Friday, June 13<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 6, June 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.

## P.P.D Staff Members

### **OFFICERS**

#### **Superintendent:**

Mark Fuerstenberger — (719) 491-1291

[markf@classichomes.com](mailto:markf@classichomes.com)

#### **Assistant Superintendent:**

Elizabeth Maline

[eamaline@gmail.com](mailto:eamaline@gmail.com)

#### **Secretary:**

John Emmot — (719) 380-8421

[jemmot@comcast.net](mailto:jemmot@comcast.net)

#### **Treasurer (And Door Prizes Chairman):**

Tony Pawlicki — (719) 687-2694

[tonypaw1650@gmail.com](mailto:tonypaw1650@gmail.com)

### **CHAIRPERSONS**

#### **NMRA Achievement Program:**

Jack Sousa — (719) 576-7017 [jackfrw@pcisys.net](mailto:jackfrw@pcisys.net)

#### **Contest:**

Kristin Phillips, and Jack Sousa

#### **NMRA Membership:**

Mike Maline

[mcmaline2@gmail.com](mailto:mcmaline2@gmail.com)

#### **Milepost Editor:**

David Bristow — [dave@bristow-family.org](mailto:dave@bristow-family.org)

#### **Module Group (HO-Scale):**

Mark Fuerstenberger — (719) 491-1291

[markf@classichomes.com](mailto:markf@classichomes.com)

#### **Members Aid:**

John Emmot — (719) 380-8421

[jemmot@comcast.net](mailto:jemmot@comcast.net)

#### **Monthly Meeting Programs:**

Elizabeth Maline

[emaline@gmail.com](mailto:emaline@gmail.com)

#### **Public Relations:**

Kristin Phillips — [kristin.phillips7099@gmail.com](mailto:kristin.phillips7099@gmail.com)

#### **Swap Meets:**

Kristin Phillips — [kristin.phillips7099@gmail.com](mailto:kristin.phillips7099@gmail.com)

#### **Webmaster:**

[ Open ]

## Next Meeting on Friday, June 13

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

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

## Editor's Thoughts

Maintaining clean and fully functional tracks is essential for ensuring smooth operation and optimal performance, whether you're a model railway enthusiast or managing a more industrial system. Over time, tracks accumulate debris, grime, and oxidation that can hinder conductivity and efficiency. The right tools and techniques can make this upkeep not only effective but also easier and more consistent.

I admit I don't have much of a layout, just a few feet of track with several turnouts. Recently while working with another model railroader, I was inspired to run my locomotives. I'm sure anyone would guess things don't run well on tracks that aren't used very often. I quickly found my locos would start if gently pushed and stalled. So, I thought why not ask one of the AI wizards the best way to clean the tracks.

ChatGPT and Gemini adopted comparable methodologies, as outlined below:

1. Inspect the Tracks: Begin by visually inspecting the tracks to identify areas with visible grime, oxidation, or other buildup. Pay special attention to turnouts and tight spots.
2. Use the Track Cleaning Eraser: Gently rub the track cleaning eraser (e.g., Bright Boy) along the rails to remove oxidation and stubborn grime. Focus on areas where the locomotives tend to stall.
3. Apply Isopropyl Alcohol: Using a lint-free cloth or microfiber towel, dampen a small section with isopropyl alcohol (90% or higher). Wipe along the rails to dissolve any remaining dirt and grease.
4. Detail Tight Spots with Cotton Swabs: For areas that are hard to reach, such as around turnouts or intricate sections, use cotton swabs dipped in isopropyl alcohol to clean thoroughly.
5. Optional - Use a Track-Cleaning Car: If you have a track-cleaning car, run it along the tracks as part of routine maintenance. This is especially helpful for maintaining larger layouts or tracks with frequent use.
6. Final Wipe and Dry: Ensure all areas are dry by giving the tracks a final wipe with a dry, lint-free cloth to remove any leftover moisture or particles.

These steps seemed to provide a practical and effective way to restore and maintain my tracks for smooth and reliable operation. But having read multiple articles and watched many videos I wondered why certain chemicals were not mentioned. There is a camp of modelers that advocate the use of Inox whereas others strongly suggest it is a bad alternative.

I opted to purchase a Walthers track cleaning car, unfortunately they don't have a CN boxcar, so I simply striped the DRGW, repainted and applied the CN information.



Regular maintenance not only enhances the reliability of your track but also fosters a deeper connection with the hobby itself. As I went through the cleaning process, I discovered that the effort gave me a newfound appreciation for the intricacies of model railroading. Each turnout, curve, and straight segment seemed to have its own personality, and restoring their functionality felt akin to breathing life back into a miniature world. It's remarkable how much smoother the locomotives ran after the cleaning—gliding effortlessly along, as though revitalized by the attention to care. This experience reaffirmed for me that the joy of model railroading lies not just in the result but in the dedication to every small detail along the way.

Please let me know how you keep your tracks clean.

David

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

**By Mark Fuerstenberger**

### **Module Workday – June 21<sup>st</sup> & 22<sup>nd</sup>, 10am – 2pm, Colorado Springs, CO**

Mark & Amber will be hosting a module workday at their home. Address: 2223 Solterra Street, Colorado Springs, CO 80921. We will have the PPD modules set up and ready to work on. There will also be supplies and an airbrush available as needed. Feel free to show up and work on the modules or any other project you would like to bring and work on.

### **Sherman Hill Train Show – June 28<sup>th</sup> & 29<sup>th</sup>, Cheyenne, WY**

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

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

### **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 – August 5<sup>th</sup> or August 13<sup>th</sup> or August 24<sup>th</sup>, Silver Plume, CO**

The Pikes Peak Division picked the Georgetown Loop Railroad this year for our annual outing. At the upcoming June meeting we will decide which date works best for everyone. Please come with your calendar in mind so that we can decide. The tickets will be \$36 or \$38 each depending upon the date we select. 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 considering going to the Colorado State Fair this year. If we decide to do it, we would set up on Thursday, Aug. 21<sup>st</sup>, to run trains when the fair opens on Aug 22<sup>nd</sup> thru Sunday, Aug 24<sup>th</sup>. Tear down would be at the end of the day on Sunday, Aug 24<sup>th</sup>. Hopefully we can get enough division members interested to do this event.

### **NMRA Interchange**

If you would 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.

## **NMRA Regional Convention Model Contest** **Durango, CO 2025**

**By: Amber Fuerstenberger**

This convention committee and attendees did a great job with a model contest. The judges were Stu Jones, Chris Thompson, Gary Myers, Greg Long, Bruce Petrarca, Linda Petrarca, Tom George and Bill Tulley. There were several different categories that people could enter projects in, and our division brought home the most awards.

- Chris Thompson won several awards for several of his projects like his Cog Railway #2, HO Scale Quincy & Torch Lake Rock Car #164; HO Scale S. Morgan Smith Depressed Center Car #100; HO Scale Backwoods Engine House and HO Scale Cascade Creek Hydroelectric Power Plant.
- Tom George – O Scale D&RGW Box #66931.
- Joe Costa- N Scale Duck Trolley
- Kristen Phillips, N Scale Minnesota Duck Bus Company, 1<sup>st</sup> Place NMRA & Popular Vote for Module and 1<sup>st</sup> Place NMRA & Popular Vote & Merit Award for her N-Scale D&SNGRR Highline for Diorama.

All together PPD won 30 points! Way to go!



# Drawing Prizes Preview

**By Tony Pawlicki**

“Teaser” preview of *some* prizes available at the drawing during intermission at the June 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 of 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 JUNE 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 own advice, I looked over the inventory of vehicles not currently on my layout and lo and behold, there was a box of vehicles that had been sitting undisturbed for decades, so carefully wrapped and dust-free. It is time these babies got some (scale) miles put on them!

Three Trucks. HO-scale trucks: Tractor, tractor-trailer moving van; salt or sand spreader highway maintenance truck. Gift of Tony Pawlicki. These are left over from earlier versions of my layout and have no home on the current layout.



Cherry Picker. HO scale double bucket cherry picker. Gift of Tony Pawlicki. This is left over from earlier versions of my layout and has no home on the current layout.



Road Grader. HO scale road grader. Gift of Tony Pawlicki. This is left over from earlier versions of my layout and has no home on the current layout.

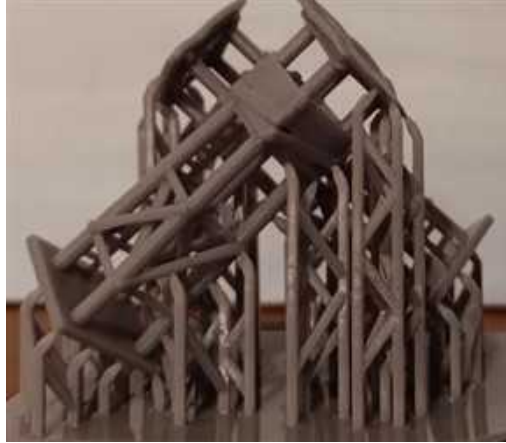




# June Wavy Rails

By Joe Costa

## Structural Integrity --- where is Waldo?



One of the challenges of 3D printing or casting especially in smaller scales like n is preventing a fine structure from breaking apart when removing and assembling parts.

Outland did a good functional job with these fire towers. In the picture above there are two fire towers including ladders hidden in a very impressive supporting matrix. Unfortunately, they don't look realistic.

The only decent N-Scale Tower with Stairs or Ladders arrived after convention (Outland):



Note the contrast with the brown diorama tower. The base should probably be trimmed for a better ground fit. Painting/texturing would also help. The brown tower was assembled by Kristin.

## **HO Scale Fire Tower on Home Layout**

Outland has a nice HO tower including a ladder. It is on the basement HO layout.





The covered bridge is above the track. A steep road at the blue foam will connect behind the Garden of the Gods.

## Fort Carson Junction Extension in Progress

The scenery blocking mountain has been temporarily removed for better reconstruction access.



## Regional Fun & Games

Massive reliefs in the convention hotel inspired me. I printed and framed them at Hobby Lobby. Because of their rectangular shape, we had to have custom mats made. Someday, I will figure out a way to create laser engravings for a three-dimensional look.



## Salute to the Goose



Before Kristin and I figured out where we misplaced our Durango and Silverton train, I snuck our standard gauge Galloping Goose on the track and took a picture on her diorama. If you stick the Cliffside wheels behind the far rail you can pretend the goose is narrow gauge.

## Gary Meyers Ran over our Ducks!



To make sense there has to be a rail and transportation connection. Kristin did the ducks on wheels representing point to point connection in the Land of Lakes. I chose a funicular out of Lisbon. Like taffy, we know it was all a stretch. Yes, we know we got a little "off-track." We surrounded Gary!





**The Funiculars are real --- ducks not included**



The **origin of Lisbon trams** dates back to **1873**, when they were first introduced in Lisbon as horse-drawn cars known as "carros americanos" (American cars). These trams were later replaced by electric trams in **1901**, which is why they are still referred to as "elétricos" today.

### **Streetcar & Bus on Home Layout (under Renovation)**

Trams have become a significant part of Lisbon's identity, symbolizing the city's evolution and connection to its past.

This next HO scale Lisbon trolley, on the Chicago area of the home layout, was rejected as just not duck worthy.



## Convention Home Layout Scenes

Original scene on Mark Saphir's Lionel Layout:



After using an online magic eraser program:



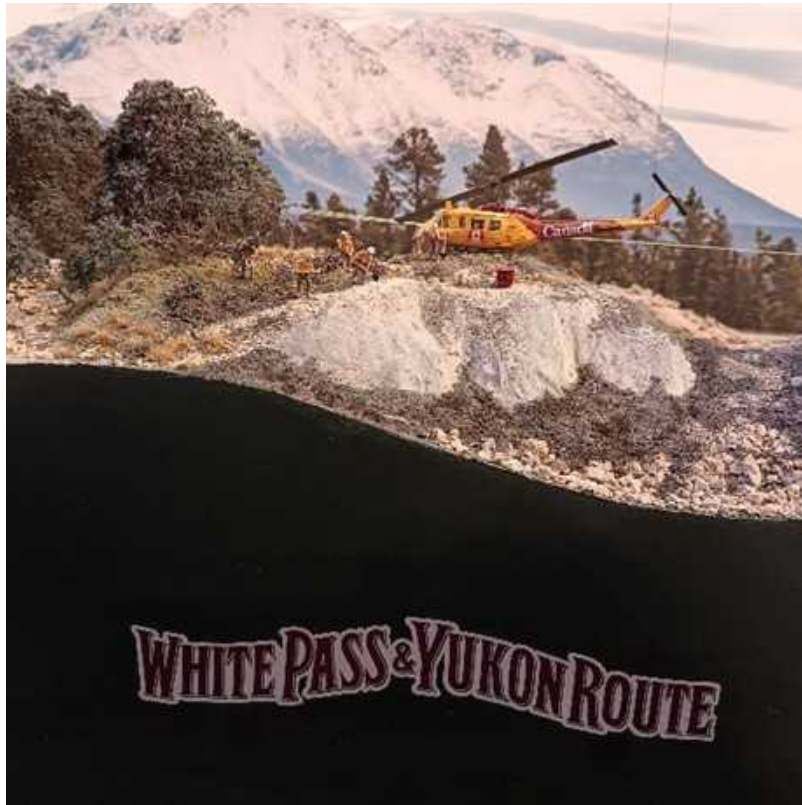




## A few Scenes from Martin Pirnat's Masterpiece



## Michael May's White Pass & Yukon Model Railroad









## White Pass “Mousse” Substitution for D&S Missed Shot



We really did see a moose in the river while ride the train up to Silverton. Unfortunately, on a moving train, by the time you hear the moose alert and aim your camera, you invariably miss the shot. This moose was on the White Pass and Yukon layouts we visited. Close enough for government work.

Moose may be dangerous up close and personal

Unfortunately, it's the kamikaze deer on the local highways that are a danger to themselves and cars on the road.

## Variety at the Roundhouse with Visiting Goose





2025			
SILVERTON STEAM			
MAY 3 - NOVEMBER 1			
DURANGO	9:00 AM	→ SILVERTON	11:30 PM
SILVERTON	2:45 PM	→ DURANGO	6:15 PM
AUGUST 29 - SEPTEMBER 1			
DURANGO	9:45 AM	→ SILVERTON	1:15 PM
SILVERTON	3:15 PM	→ DURANGO	6:45 PM
SEPTEMBER 8 - OCTOBER 19			
DURANGO	8:15 AM	→ SILVERTON	11:45 AM
SILVERTON	2:00 PM	→ DURANGO	5:30 PM
SILVERTON DIESEL			
MAY 20 - SEPTEMBER 7			
DURANGO	8:15 AM	→ SILVERTON	11:45 AM
SILVERTON	2:00 PM	→ DURANGO	5:30 PM
SEPTEMBER 8 - OCTOBER 11			
DURANGO	9:45 AM	→ SILVERTON	1:15 PM
SILVERTON	3:15 PM	→ DURANGO	6:45 PM
CASCADE CANYON EXPRESS		HIGHLINE EXPRESS	
MAY 23 - 28 & JUNE 2 - AUG. 11		JUNE 30 - JULY 9 &	
ROUND TRIP CASCADE 92 MILES		JULY 14-16, 21, 23, 28 & 30	
		ROUND TRIP SPOONWOOD: 55 MILES	
DURANGO 9:45 AM	→ CASCADE 12:40 PM	DURANGO 4:30 PM	→ SPOONWOOD 5:30 PM
CASCADE 11:50 PM	→ DURANGO 3:00 PM	SPOONWOOD 8:40 PM	→ DURANGO 8:50 PM





## Narrow Gauge Diesel on Highline --- Alaskan Refurb



## Emma & Tender at Riverside Park in Durango



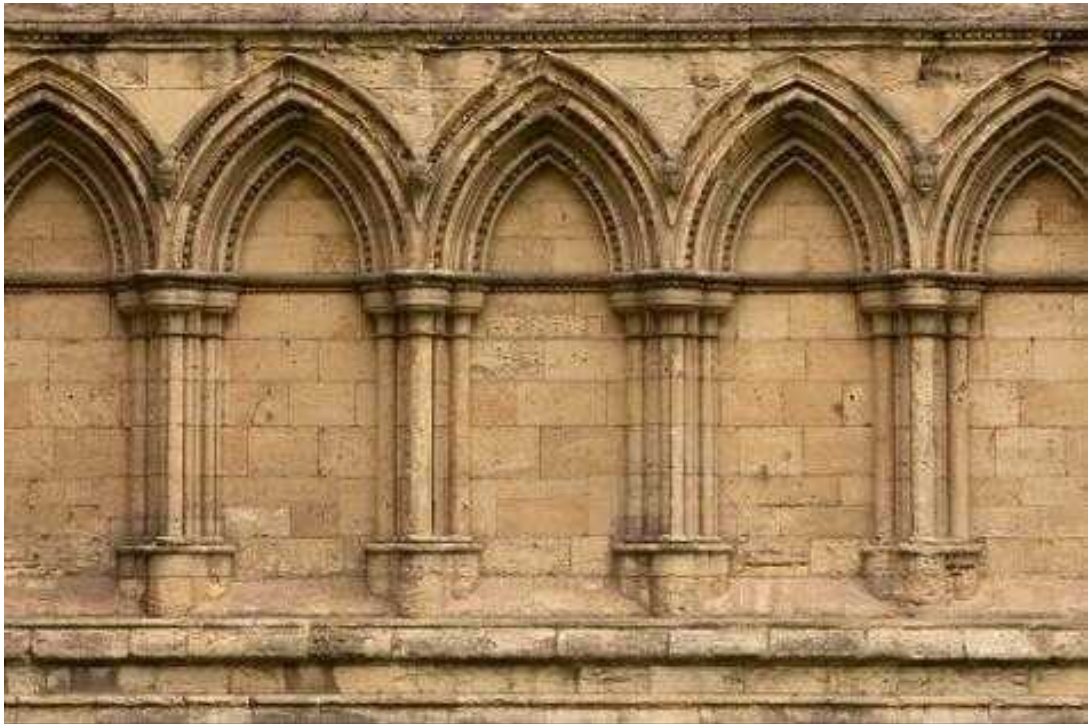


## Inspired to Add Pittsburg Incline to our Bucket List

We will sneak a duck on board to photograph. Release the Quackin!



**Free Arch Images from Unsplash website**



## Macho Michaels Stone Tunnels

Michaels sells larger, thicker, cleaner and more expensive stone tunnels. They are the biggest foam-backed ones I have seen.





They are taller, longer, more uniform and stiffer than the May arches. All we are saying is “Give Arches a chance.” They could also be scanned (touching) and laser etched.

## 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 is announced a bit over two months in advance (in the MILEPOST just before the June meeting) in order 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 a 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.

# Rio Grande Southern & the Galloping Goose

**By: Mark Fuerstenberger**

On July 14, 1890, Congress passed the Silver Purchase Act which required the US Government to purchase 4.5 million ounces of silver each month with the goal of increasing the money supply to farmers and miners. This brought prospectors and miners from all around southern Colorado in search of striking it big in silver mining. As the mines, towns and number of people increased there was a significant need for the railroad to haul ore, supplies, and passengers. By 1891 the Rio Grande Southern, which had been formed by Otto Mears, was moving these goods and people between the mountain towns. Life was good for the Rio Grande Southern during these times until concerns arose that the Sherman Silver Purchase Act was undermining the gold reserves and putting undue strain on the price of gold. This created the silver panic in 1893. To address the issue President Grover Cleveland called for a special session of Congress and ultimately the Sherman Silver Purchase Act was repealed in the summer of 1893. Silver mines closed their doors overnight and miners left the area. The Rio Grande Southern quickly became a very costly operation. By August of 1893 the railroad was put into receivership and ultimately controlled by the Denver & Rio Grande. For the next 40 years the small railroad would limp along moving whatever goods it could, such as livestock, lumber, logging, minerals & ore, mail, and occasionally a few passengers.

With the Stock Market crash in 1929, the US entered the Great Depression. At this time the railroad simply couldn't afford to run a steam train on a consistent basis. The costs of the fuel, equipment maintenance, Engineer, Fireman, Conductor & Brakeman were simply too much. However, the railroad still had the contract and responsibility of the US Mail to deliver it. In 1931 chief mechanic Jack Odenbaugh came up with a plan to put a car on the rails. Using an old Buick, he modified it to run on the rails and added an open box compartment for freight. With its initial success it was called a "Motor" car and over the next 5 years he built 6 more of them. The second one used a Buick as well and had an enclosed box. Numbers 3-5 used the body of a Pierce-Arrow Limousine and an enclosed box. Number 6 was a Buick body and used as a Maintenance of Way vehicle for the railroad. Finally, number 7 had a Buick body and a longer freight box.

As these "Motor" vehicles operated throughout the 1930's-40's, they were affectionately called the Galloping Geese for several reasons. During these years there was not a lot of maintenance done on the railroad due to cost, so the tracks started to fall in less than perfect condition. This caused the "Motors" to rock back and forth as they went from town to town in what could be called a waddling motion. Even the horns on each of them almost had the tone of a goose "honking" as they sounded their horn. Often as they traversed the line the engines would overheat and the driver would have to open the side hoods, just like wings on a goose. In the mid 1940's, numbers 3-5 were all rebuilt, adding a Wayne Bus Body for more passenger space and upgrading the engines from heavy duty World War II war surplus.

In early 1952, the US Mail made the decision to not renew the mail contract with the Rio Grande Southern, and that was the last profitable aspect the railroad had. In April of 1952 the railroad filed for abandonment. Between April 1952 & March of 1953 the entire 162-mile line was removed and scrapped. Most of the equipment was sold, used for parts, and/or scrapped. Fortunately, the "Motors" lovingly known as the Galloping Geese were bought and saved by various towns and individuals.

The past month, the Rocky Mountain Region held its annual convention in Durango, CO and some of us were fortunate enough to get a ride in Goose #5. See photos below.



1928 Pierce-Arrow Limo



Early Galloping Goose #5



1946 Wayne School Bus



Galloping Goose #5 after being rebuilt in 1946



Inside Galloping Goose #5 (left) David & Audrey Sulley (right) Mark & Amber Fuerstenberger





Rear Box compartment of Galloping Goose #5



NMRA President Gordy Robinson



Front of Galloping Goose #5





## May 2025 Minutes

### **Secretary, John Emmot**

The regular monthly meeting was called to order by Superintendent, Mark **Fuerstenberger** at 7:01 in the community room of the Sand Creek Police Station. There were 22 members present and no visitors.

#### **Secretary Report**

The minutes of the April 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 the NMRA Superintendent was at the last Region meeting encouraging members to use the NMRA **Interchange** function on the national website. It is a way to see and present the work of other members.

Mark asked about how the Calhan workday went on May 3<sup>rd</sup>. John reported that there was a good turnout, and several projects were advanced by the crew. Layout modules were disassembled, trash was removed to the city dumpster, two more broken windows were removed from the steel caboose.

Mark reminded everyone of the Sherman Hill Train Show in Cheyenne, Wy on June 28 and 29. (Note: The Union Pacific Cheyenne Depot Days are the same time.)

Mark reported that their research on the Royal Gorge meal trains found that the prices might be prohibitive at \$110 to \$130 per person. An alternate trip on the Georgetown Loop RR would cost about \$40 and received good support by a show of hands. Mark will get further info on it.

The PPD layout tour was discussed, David Solley and Tom Heinz will coordinate and contact potential layouts for the tour.

The Friends of the Cumbres and Toltec are sponsoring a photo train in October this year.

Tom Heinz indicated that he would be interested in some clinics on locomotive maintenance. He wondered if there were others who would like similar activities.

Mark had several items for Show & Tell:

He reported that The Union Pacific and the State of Colorado had signed a 25 year lease for the Moffat Tunnel to allow three more passenger trains per day through the tunnel to allow service on the Moffat Line to Craig.

He recounted the process that assigned an SD-70 diesel as the permanent helper for the 4014 Big Boy.

He noted that the Union Pacific had a new locomotive, numbered 1616, painted to honor President Abraham Lincoln who signed the Trans-Continental Railroad bill to allow construction of the railroad.

He said Dan Raap's online store, the Mother Lode, and warehouse of merchandise would be open for prospecting on May 10<sup>th</sup>. Contact at: <https://www.ebay.com/str/motherlodemodelrailroading>

It was announced that the Nginners would have an open house at their layout in the Rio Grande depot on May 10<sup>th</sup>.

## Contest

The May contest of Off-line buildings had only two very impressive entries and so no voting.

## Program

Ryan Krick presented a program on **Colorado's Biggest Rail Tragedy**. He detailed the history and significance of Dan Quait's privately owned cars that were stored at the Burnham Yard in Denver and were scrapped after they could not be moved prior to the closing of the facility. Only five of the 24 cars were able to be saved. The ex-Denver and Salt Lake wrecking crane and its boom car were moved to the Moffat road Museum in Granby, Co. Three other cars also found homes before the deadline. He also listed the similar cars that are still stored in the Grand Junction yards with a plea for support for their preservation.

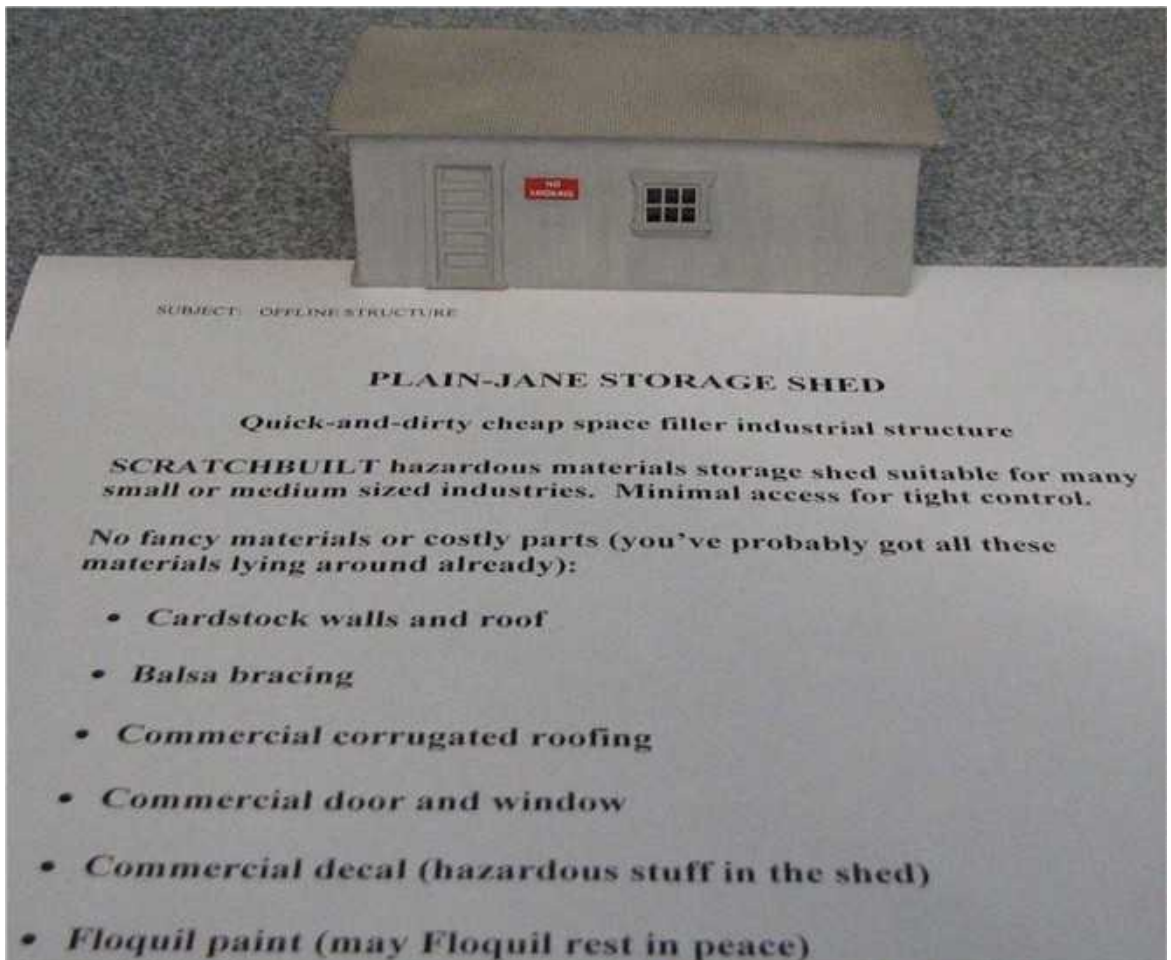
The door prize drawing was held following the program.

The meeting was adjourned at 9:14.













## Notes from the Siding

**By John Emmot**

Another month has rolled by. Last month's meeting was early and this one is late. They have a way of sneaking up on you. The model loco mechanics are at work on some Moffat engines for the museum in Granby. The early version Mikado is coming along. The new power train has been tested and approved. Some appliances are coming off of the model and appropriate ones are going on prior to the paint job. It all just takes time. Dave is open for the season again. The 'park train' is in place, but there are still permits to be acquired and the loading platform by the Dumont depot must be completed. Dave had acquired another Moffat caboose to display pending getting another track section laid. There is always plenty of work to do. I believe Dave is going to get a couple of pieces of rail from Calhan for that project.

I did get to spend a couple of days in Kansas at the end of last month. I got to feel good being 'out standing in my field' again. The good news is that for the time being, it seems there are not a lot of thistles showing up in my pasture. And I got to visit with my family. While I was there, I got a chance to visit the National Orphan Train Center in Concordia, KS. They have a very nice center to store the information and tell the story of the movement of orphans from the cities of the east to the heartland. The program was operated by religious organizations and ran from the mid-1800s to the early 1900s. Many displays are in a restored Union Pacific depot near a building housing the records. There are many bronze sculptures on the grounds depicting local children. If the weather doesn't take it, there will be a bumper crop of wheat in eastern Colorado and northern Kansas. The countryside along my route was very pretty this year.

We got word that Alan Hutchins' wife, Beth passed away last week. Her services are/were on June 10<sup>th</sup>. We lost Alan in January 2024.

A couple of members got some module material from the parts that were stored in the Calhan depot. I hope all is going well with those projects.

I guess this will be short as I can't think of anything else that is done. I hate listing all of the things I should do. I hope we see a lot of folks 'round the roundhouse this week.





# Colorado's Biggest Rail Preservation Tragedy

Ryan Krickler - May 9, 2025

## The Backstory

- Railcars sitting on the west side of Burnham Yard in Denver
- Mostly Rio Grande
- Could be seen from the RTD light rail lines at the adjacent 10th and Osage station (in front of Buckhorn Exchange)
- I remembered seeing them since 2007
- Clearly too old to still be in active service
- Summer of 2018 - gone















## PIKES PEAK “N”GINEERS MODEL RAILROAD CLUB

**By Mike Peck**

### **Superintendent's Corner**

**Glenn Hobbs, PPNG Superintendent**

Last month I wrote about activities for the summertime. On Saturday, July 5th and August 30th, we are planning on having a get-together at the club. We will be ordering some pizza. We will be gathering behind the club room to do some train spotting. The layout will still be open if you want to run trains. On July 5th, Mike will be bringing some trains that we have from Bob LaHair's estate. Mike sent out an inventory of trains and train related items in an email on May 19<sup>th</sup>. If you are interested in something, please let Mike know. If more than one person is interested in a particular item, we will auction the item off between the interested parties.

In my column, last month, I listed some suggested activities for the summer. These suggested activities were presented at the board and business meetings in May. The list was sent out with the May 16th business meeting agenda. Between the first and second week in June I will be sending out an email to the membership to vote on. I will then present the results at the June 20th business meeting.

In this issue of the Railhead, I will be presenting my second in a series of articles on getting started with DCC. In this installment, I will be going over wiring and basic equipment to get started.

Deb and I were hoping to attend the Rocky Mountain Region NMRA convention in Durango. Unfortunately, some things came up that prevented us from going. I believe Joe Costa and Kristin Phillips still attended the convention. I asked them to submit an article to Railhead about their trip. Hopefully we will see it this month or next. **Bob's Trains**

Those club members wanting to purchase one or more of Bob's passenger trains, please mark your calendars for Saturday July 5<sup>th</sup> at the clubroom. The time will be around 12 noon. Several of you have asked for some of the different passenger sets, so I have your name on them. Items where we have more than one person interested in, we'll have a bidding competition for the item.

Several of you have asked me how much these sets are going for and the answer is I don't know until we haggle. Something to think about is all these passenger sets come with one or more powered locomotives; most are DC. There are a few sets that have both a DC and DCC locomotives that go with the set. I'll set a beginning price \$300.00 to \$600.00 per set depending on the number of locomotives that go with the set. From there we can haggle the final price, I want to have some fun!

Bob also left the club framed photos and prints, modeling tools, scenic materials, paints, decals, trucks and couplers, train shirts and ball caps, and other items. I have these items packed into 5 or 6 boxes at my house. Make an appointment with me to come by and purchase what you want. Anything that doesn't sell by the end of July goes into sales items.

## Primer Part 2

**By Glenn Hobbs**

This is the second in a series of articles about the basics of DCC and how to get started implementing it on your layout. In this installment, I will go over wiring and some basic equipment.

For DCC power, you will need a command station. The command station provides the power to the layout and the ability to control your DCC locomotives. As I mentioned in the first article, this includes speed, lighting, direction, and sound. Another function of the command station is to provide a connection to a programming track. I will discuss the programming track when I discuss the wiring below.

There are several makes, and models of command stations available. It does not matter which one you choose as long as it conforms to the standards set by the NMRA. Both the club and I use Digitrax command stations. Digitrax conforms to the NMRA standard and is one of the more popular brands. I recommend the Zephyr Express Starter Set. This is the one I use on my home layout. The club uses one on the T-Trak layouts we set up at shows. Despite what the name implies, this command station should meet all your needs. The club has used this command station to power some fairly large T-Trak layouts. This includes 3 lines and up to 8 locomotives. The command station will put out 3 amps of power. For NScale locomotives, the rule of thumb is 250 milliamps or .25 amps per locomotive. Therefore, in theory, you can run up to 12 locomotives. DCC command stations can be a bit pricier than regular DC throttles. However, keep in mind that you will have a lot more features and capabilities than a DC power supply and throttle.

Wiring a layout for DCC is fairly straightforward. For a 4' by 8' layout, a single connection to the track should suffice. The Zephyr has a 7-connection terminal strip on the front side of the unit. Each connection is labeled. You will connect the 2 wires from your layout to the "Rail A" and Rail "B" connectors. The picture below shows the connections for the Zephyr command station. For a single connection, it does not matter which wire goes to which terminal. However, if you are using multiple connections, the order does matter, it needs to be consistent throughout the layout. If you need multiple connections, please see the March 2025 issue of the Railhead. I have an article there that explains how to wire multiple connections to a T-Trak layout. One other aspect of the wiring I should address is reversing loops. However, I will address this subject in a future article.

For a programming track, take one or two pieces of straight track, preferably with a re-railer and connect them to the "Prog A" and "Prog B" terminals of the Zephyr. Again, please see the picture below and note the location of the terminals. The track can be separate from the layout, or it can be a siding. If you choose to use a siding for the programming track, make sure to use a pair of insulated rail joiners to separate the track from the rest of the layout. Again, the order of the wires does not matter.





In the picture above, you see the power connection on the left. The zephyr uses a 13.3-volt DC connection that is supplied by a power brick with a standard wall connection on the other end. The USB and Loconet connections will be discussed in the future installment of this series.

In the first installment we looked at the basics. In this installment, we looked at how to wire a layout for DCC and the needed equipment. In the next installment, I will discuss how to run trains with DCC on your layout.

## Clubroom Trains

Those of us who go to the clubroom on a regular basis can get to see some trains running from the usual full or empty coal trains to mixed freight. Sometimes a track inspection train rolls through. Then there are those Saturdays where we get no action at all.



BNSF mixed freight



Covered Hoppers



Concrete Ties



Gondolas and more Ties.



PROCOR Tank Cars

Remember the boring old same coal trains that run through both full and empty? Well, some of the graffiti people have been putting interrogatory remarks about President Biden on them. The first time I noticed them there were two cars marked, the next train had 10 cars marked, so coal trains are no longer boring to watch.

### Editor's Notes

Utilizing the break from attending train shows, I have been working on getting permanent scenery and animation on some of my modules. That means I have been working with Steve to get some special carrying racks made. My racks will be the same height and will hold three or four modules each. The hand holds for carrying the racks are different from the other racks Steve built so that I can stack sales boxes on top of them when going to shows. Sorry I don't have any photos of the racks but hope to have some for the July Railhead. I haven't told Steve yet, but my next rack project will be for my 12" T-TRAK modules. The challenge here is that I have three different size modules from 8" to 14". Steve told me that I'm making his brain hurt, but that's my job!

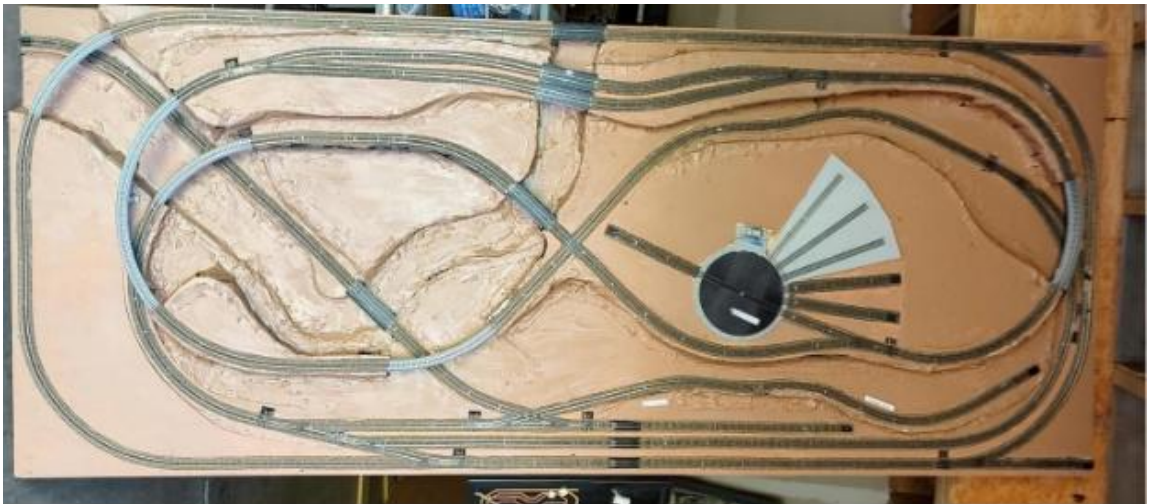
I'm hoping to receive some photos and articles from Earl & Bobbie on their Canadian train trip, as well photos and articles from Joe and Kristin from the NMRA convention in Durango. I'm trying to make a stitched photo from a video Chris sent me from his and Connie's trip up the Columbia River.





Until I reteach myself on how to stitch photos, here is one Chris sent to me of Northern Pacific 1762 in the Port of Kalama Washington Interpretive Center. Hopefully, Chris will send me an article about their trip.

I still have the DCC N scale layout for sale. It is about 36"X80" and can set on a table or legs. It comes with all the track, powered turntable, and DigiTrax DCC power supply.



If this does not sell by the end of July, I'll scrap it out and get it out of my storage unit.

### **Sherman Hill Show**

There will be a group of club members attending the Sherman Hill Show in Cheyenne on the last weekend of June. We will have a display area of 16'X40' for the T-TRAK layout. I'm waiting to hear back from the Estes Valley T-TRAK group to see if they are still planning on setting up with us. This will be a first for the club as we have never had another group set up with us. The Estes Valley group plan to bring enough module to fill one 8' table. I have already checked and we can get additional tables as needed.

The club will have three sales tables at this show and hopefully we can reduce our inventory some more to help reduce storage space.

I'm hoping to receive more information on this ENS Awareness Day and will send out an addendum to this article when I receive the information.



ENS Sign Awareness Day is quickly approaching, and we've got everything you need to get involved and help spread the word.

Mark your calendar and join [Operation Lifesaver, Inc. \(OLI\)](#) for the first-ever ENS Sign Awareness Day on June 24, 2025.

Join us by signing up [here!](#)

This new initiative raises awareness about the rectangular Blue and White Emergency Notification System (ENS) signs located where roadways cross railroad tracks and educates the general public and first responders on how to find and use ENS signs when seconds count.

Those of you interested in UP steam here is some information John Grier found you.

## Union Pacific Steam Club Update - Big Boy and Lincoln Locomotives Planning Two Stops in Greeley this July



Union Pacific Steam Club Update No. 39 - May 27, 2025





No public access to the locomotives due to safety and security concerns.

## The Lighter Rail

**By Kristin Phillips**

The NMRA Rocky Mountain Regional Convention was a great event. There were great clinics, fantastic layouts, a Durango and Silverton RR ride, and the Galloping Goose train ride. We went a day earlier and soaked in the Trimble, now Durango Hot Springs. They have made major improvements to the area, and it is a virtual Garden of Eden. I could have stayed there forever.

Thursday Joe and I rode the Durango railroad. It was a fun experience, and we took many pictures even seeing a quick view of a moose in the river. Here's the best shot we could get of the moose.



[This Photo by Unknown Author is licensed under CC-BY-SA](#)

Friday brought the opening clinics of the convention. At Gordy Robinson's 9:00 AM Meet and Greet we learned of the 90th anniversary events that marked this year's celebration. Starting with the Amherst Railway Society train show and continuing throughout the year at Train Fest, November 1st and 2nd, in Milwaukee, the NMRA has rolled out special branding, logos, and merchandise. The NMRA will launch a new and improved membership system possibly starting in July. Gordy challenged us with the goal of, "BE EMPOWERED TO BE ACTIVE". Come for the people stay for the trains.

In the second session Gordy used a clinic on the website, Modeling Tips and Techniques for Structures by Bruce DeYoung to show how a person can improve their structures.

This clinic contains many tips and tricks for building and adding details to structures to make them more realistic. Clinic: clinic\_modeling\_tips\_and\_tricks\_for\_structures\_2017.ppt Publish Date: 10-8-17. Two things stood out for me, Read the instructions first (doh, I've been guilty of not doing that) and every building has a foundation even if it is just a slab of concrete). There were many more suggestions just in that clinic alone. I am going to visit many more resources on the website.

Another clinic was on mitigation and the Railroads. It was amazing to learn of all the resources that are used to mitigate fires.

I entered my Durango and Silverton High Line diorama for merit award judging and as an entry for "Best Depiction of a Colorado Railroad". It started out as a 16 ½ inch wide, 13 ½ inch tall model with no background and one building, a tent. It was built from six layers of closed foam insulation that comes in pink or blue glued together with Liquid Nails. Hoping to earn a Merit Award, I added a 7-inch-tall background to the original diorama, two more buildings (an outhouse and National Forest storage shed), a short wooden road with a NFS car parked on it, more vegetation, enhanced rapids in the Animas River, and a laser cut wooden fire tower kit that was kit bashed. N scale fire towers with a means of entry are very, very hard to find. I eventually used a laser cut kit without a means of entry and kit bashed a ladder from an old Tichy urban back porch kit Joe and I found in our stash.

Using an actual photograph of the sky and a projected image, I sketched and painted the sky scene behind the tower. Several classical painters have used this approach in the past.

I earned a Merit Award-Scenery and received a plaque for "Best Depiction of a Colorado Railroad."



Stairs on Back side



Railroad Brochure picture

I found a brighter picture of the scene that I used for color and flipped the train in the diorama.



Since the Convention Joe and I found a fire tower structure with appropriate stairs and purchased it.

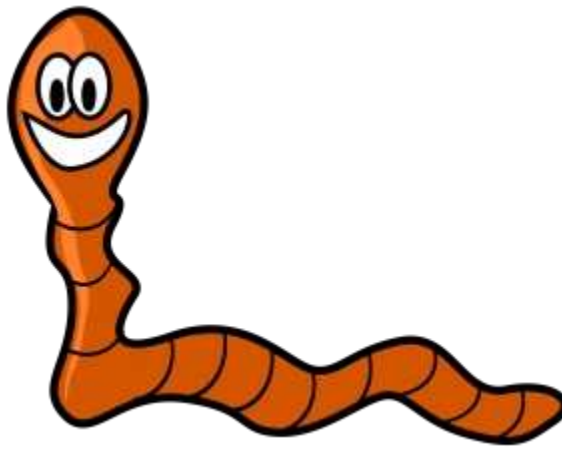
Our Last Visit: Joe says we haven't aged a bit. That's wishful thinking, and a DSNG Blue Sign



I just couldn't resist this.

<https://www.mamalisa.com/blog/ooey-goey-was-a-worm-a-poem-for-young-kids/>

Ooey Goey was a Worm – A Poem for Young Kids



Ooey gooey was a worm  
And a mighty worm was he  
He sat upon a railroad track  
And a train he did not see,  
Ooey Gooney!

Enjoy!

Many thanks to Dean Brown for sharing this poem with us!

Mama Lisa

This article was posted on Friday, June 9th, 2017, at 8:15 pm and is filed under English, Languages, Poems about Bugs, Poetry. You can follow any responses to this entry through the RSS 2.0 feed. You can skip to the end and leave a response. Pinging is currently not allowed.

---

## 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).







*Do you  
like trains  
and enjoy  
history?*

## **THEN WE ARE LOOKING FOR YOU!!!**

We are recruiting volunteers to help us build a Railroad Heritage Center in Calhan, CO honoring those who operated the Chicago, Rock Island & Pacific Railroad in El Paso and Elbert Counties from 1887-1968.

### **GET INVOLVED • HAVE FUN • LEARN HISTORY • MEET NEW PEOPLE!**

Volunteers wanted regardless of age or skillset. Painters, Electricians, Plumbers, Woodworkers, Writers, Photographers, Researchers etc.  
Anyone & Everyone is welcome!

**IF INTERESTED, PLEASE CALL 303.961.5929 OR EMAIL [denverzephyr64@yahoo.com](mailto:denverzephyr64@yahoo.com)**

Artwork By Thomas B. Jordan