



The

Milepost

Volume 45, Number 11 – November 2025

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Friday, November 14th, 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 10th, 2025 (Friday)

NMRA-PPD monthly meeting

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

February 14th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Travelogue

March 14th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: East Broad Top

April 11th, 2025 (Friday)

NMRA-PPD monthly meeting

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

May 9th, 2025 (Friday)

NMRA-PPD monthly meeting

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

June 13th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Layout Update

July 11th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Tourist Train Tour

August 8th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: Colorado Live Steamers

September 12th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Proto Program: The McKeen Motor Car

October 10th, 2025 (Friday)

NMRA-PPD monthly meeting

Contest: Photo Model Program: More Microcontrollers

November 14th, 2025 (Friday)

NMRA-PPD monthly meeting

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

December 12th, 2025 (Friday)

NMRA-PPD monthly meeting.

Program: Christmas Party!



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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[Open]

Next Meeting on Friday, November 14

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

- November Ken Rambo – Vintage HO, Athearn
- December Christmas Party!

Editor's Thoughts

The editor of Model Railroad Hobbyist, Joe Fugate muses about AI in the latest issue. As those that were at our last meeting I gave a presentation about the newest microcontrollers and their use in our hobby in that presentation I also discussed the use of AI (Large Language Model) in developing code for those micro controllers.

Forget complex terms like "neural networks" for a moment. Think of an LLM as a super-advanced text prediction machine. If you start typing "The sky is...", a human knows the most probable next word is "blue." An LLM does this same prediction, but on an epic scale. It uses its training data to calculate the most statistically probable and contextually correct *next word* in a sequence. The "Large" part means it has seen so much data (trillions of words and lines of code) that its predictions feel intelligent, creative, and coherent.

When you ask an LLM (like the engine behind GitHub Copilot or ChatGPT) to write code, function, or application, it doesn't *understand* programming logic the way a human does. Instead, it treats code as just another form of language.

So when a person asks "Write a Python function to check if a number is prime." The LLM processes using a statistical match by scanning its vast training library of code and finds hundreds of similar requests. It sees the most common, correct, and popular ways humans have written this exact function. Then it generates a sequence of tokens (words/symbols) that is the most probable answer based on the input prompt and the vast code library. The LLM is essentially performing high-speed, intelligent plagiarism from its memory of the internet, but stitching the pieces together in a novel and functional way.

LLMs are not replacing programmers, but they are becoming indispensable tools for speeding up common tasks.

LLM Application	Description	Impact on Developers
Auto completion & Suggestion	The model reads the code you are currently writing and suggests the next few lines or the entire function based on your function name or comments.	Massive time savings. Eliminates boilerplate code and reduces time spent on repetitive tasks.
Code Translation	You can ask the LLM to take a function written in Python and rewrite it in JavaScript.	Accelerates migration and cross-platform work. Allows developers to work faster in unfamiliar languages.
Documentation & Explanation	You paste an unfamiliar block of code and ask, "What does this function do?"	Rapid learning and debugging. Helps new team members or those dealing with legacy code quickly grasp complex logic.
Debugging	You paste code and an error message, and ask the LLM to find the bug.	Identifies common errors faster than manual searching, although it requires human oversight to confirm the fix.

In summary, an LLM is a predictive engine trained on the world's text and code. For developers, this means faster coding, reduced context switching, and a powerful new partner for solving common programming problems.

Large Language Models (LLMs) have swiftly moved from experimental tools to essential utilities in a developer's workflow. However, integrating AI into the coding process introduces a new set of trade-offs that developers must navigate.

Why LLMs Accelerate Development

Pro	Description	Impact
Massive Productivity Gains	LLMs can instantly generate boilerplate code (like getters/setters, basic CRUD operations, and utility functions) or suggest the next few lines in context.	Time Savings: Developers can shift focus from typing repetitive code to solving high-level architectural problems. Up to 40% faster completion of tasks has been reported.
Learning and Context Switching	They act as a living reference manual, instantly explaining unfamiliar functions, complex APIs, or legacy code blocks.	Reduced Friction: Developers spend less time searching documentation or Stack Overflow, making it easier to switch between languages or dive into new code bases.
Code Translation and Migration	LLMs can translate functions from one programming language (e.g., Python) to another (e.g., Go) in seconds.	Accelerated Projects: Speeds up the process of modernizing old systems or maintaining code bases across multiple languages.
Enhanced Debugging	By pasting an error message and the relevant code, LLMs can often pinpoint logical or syntax errors quickly.	Efficiency: Reduces the time spent on basic debugging loops, helping developers find subtle mistakes that might be overlooked.
Increased Code Quality (for standard tasks)	Since LLMs are trained on vast amounts of code, the generated solutions for standard problems often use best practices, common patterns, and idiomatic conventions for that language.	Consistency: Helps enforce a higher, more consistent standard for non-novel code sections.

The Risks and Drawbacks of AI Coding

Con	Description	Risk
Security and Vulnerabilities	LLMs can inadvertently reproduce insecure code, common exploit patterns, or generate code that interacts unsafely with user input or network resources.	Compromised Systems: Without vigilant human review, AI-generated code introduces unknown security risks and vulnerabilities into the product.
Loss of Critical Thinking	Over-reliance on AI for quick fixes can lead to developers accepting suggested code without truly understanding its underlying logic or potential side effects.	Skill Erosion: Decreases a developer's ability to debug complex, novel problems and diminishes long-term architectural understanding.
Propagation of Errors and Bad Practices	LLMs reflect their training data. If the data contains flawed, outdated, or inefficient solutions (which much of the internet does), the LLM will generate and spread that poor-quality code.	Technical Debt: Faster development can result in poor-quality, difficult-to-maintain code that requires extensive refactoring later.
Lack of Novelty and Specific Context	LLMs struggle with highly specific, non-standard, or novel architecture. They excel at average solutions but often fail when a unique, outside-the-box solution is required.	Limited Innovation: Projects that require creativity, deep system knowledge, or highly custom solutions are poorly served by AI suggestions.
Data Privacy and Intellectual Property (IP)	Using proprietary code in prompts to certain LLMs may involve sending sensitive data to external servers, raising major concerns about data leakage and IP ownership.	Legal and Compliance Issues: Organizations must ensure they use secure, self-hosted, or verified enterprise-grade LLMs when dealing with confidential code.

LLMs are best viewed as powerful **Augmentation Tools** rather than autonomous engineers. They eliminate the mundane tasks, freeing up human developers to focus on the truly important work:

- **Defining the Architecture:** Designing how systems interact.
- **Validating Security:** Ensuring the code is safe and robust.
- **Solving Novel Problems:** Applying critical thinking and creativity where pattern-matching fails.

In the future of coding, the most successful developers will be those who master the art of working *with* the AI, treating its suggestions as a first draft that requires expert human review. However, in

the present novice developers can benefit from the careful use of LLMs to assist in the development of code, particularly for their microcontroller projects.

David

Keepin' it on the Tracks

By Mark Fuerstenberger

Rocky Mountain Train Show – Nov. 29th - 30th, Loveland, CO

The Rocky Mountain Train Show is coming up in a couple weeks. It will be held at The Ranch Events Complex, 5280 Arena Circle, Loveland, CO 80538. Hours are 9am to 5pm Saturday and 9am to 3pm on Sunday. Adults \$10, Couples \$18, 3-Adults \$25.50, 4-Adults \$32, Kids 12 and under Free.

48th Annual Model Train Expo – Dec. 12th - 14th, Longmont, CO

The 48th Annual Model Train Expo is coming up in December. It will be held at the Boulder County Fair Grounds, 9595 Nelson Road, Longmont, CO 80501. Hours are 10am to 5pm each day. Adults \$8, Seniors \$5, Kids 12 and under Free.

Rocky Mountain Region Website

Be sure to periodically check out the Rocky Mountain Region website for the latest events and information from the region. <https://www.rmr-nmra.org/>

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 November 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 Mountz, Alan Hutchins and Mr. Lugg; this month's are the last of Andy Buco's donations as well.)***

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 NOVEMBER MEETING OFFERINGS (feel free to contribute more at the meeting; some more of Wade's freebies will also be available, free to good homes):

Again, Andy Buco looked over his collectibles and found duplicates that he has kindly donated to the Division. Some of them for this month's drawing are among those described below. NOTE: These are the last of this batch of Andy's donations. Thanks again, Andy!

ATH 1999. HO scale Athearn model of 40-foot (roofwalk, high end ladders, "BLT 10-52" "NEW 10-99") 6-foot sliding door boxcar. Souvenir of 1999 National Model and Hobby Show (Chicago, October 1999 (hence the "NEW 19-99" data)). Plastic wheelsets, Kadee #5 couplers. Gift of Andy Buco.



UPRR Water Tank Car. HO scale Bachmann model of 30-foot old-time water tank car (three vertical tanks on a flatcar). Plastic wheelsets, horn-hook couplers. Gift of Andy Buco.



MP 712263. Unassembled kit for HO scale Life-Like Trains, Proto 2000 Series model of modern Pullman Standard 4427 cubic foot 3-bay covered grain hopper. Weathered trucks and metal wheelsets (standard upgrades made before I decided that I already had more than enough 3-bay grain hoppers – YES, there IS a limit). Gift of Tony Pawlicki.



Breckenridge, CO to Como, CO over Boreas Pass

By: Mark Fuerstenberger

Founded by Governor John Evans the Denver South Park & Pacific Railroad (DSP&P) was incorporated in 1872. By 1880 it was purchased by the Union Pacific Railway although the railroad continued to be operated independently. Then in 1889 the rail line went bankrupt and was reorganized as the Denver, Leadville and Gunnison Railway (DL&G). In 1893 Union Pacific went bankrupt and the DL&G portion of the line went into receivership. Later it was sold to the Colorado & Southern Railway (C&S).

During some of the early years the railroad was earning around \$1,200 a day, with daily operating expense of \$480. This made the railroad very profitable, and allowed for a steady flow of money to help with construction costs.

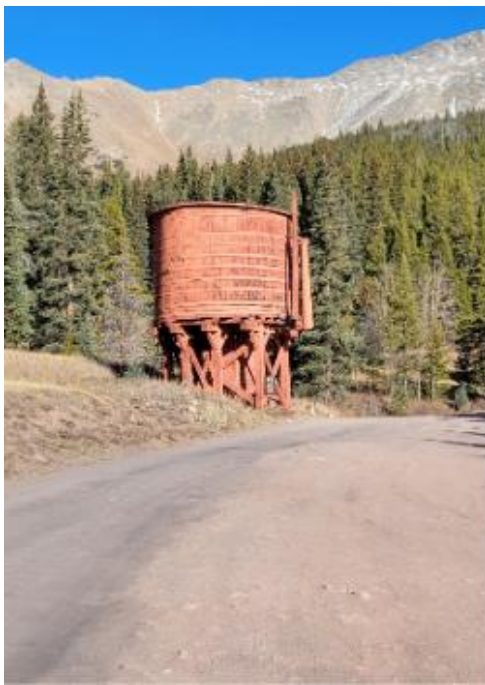
Eventually when the mining boom declined, the C&S attempted to abandon the line over Boreas Pass, but protests in Breckenridge resulted in a court action that mandated the continuance of the line with a daily mixed train between Denver and Leadville. Finally in 1937, during the Great Depression, the line was at last abandoned and tracks were removed the following year. The discontinuance basically put the nail in the coffin for the town of Como, CO as well.

The last freight and passenger trains between Denver and Leadville operated in April 1937, and on April 10, 1937, the South Park Line officially closed down. The last train to run on narrow-gauge C&S tracks was from Como, CO to Denver, CO was on April 11, 1937. After World War II, the Army Corps of Engineers reconstructed the route for automobile traffic.

This weekend, Amber & I took the afternoon and drove over Boreas Pass (elevation 11,481 ft) from Breckenridge to Como on the original right-of-way. Along the way we saw several features that still showed how the railroad once operated.



DSP&P in the early 1900's vs 11/9/25



Boreas Pass Engine House



The roundhouse at Como.

Proto 2000 2-8-8-2 Class Y-3 Norfolk & Western #2011

By: Mark Fuerstenberger

Win this Locomotive for only \$50.00

If you would like to own this engine, simply send me an email, (markf@classichomes.com) or let me know before the monthly club meeting in November. At the November meeting, we will randomly draw a name from the entries. If your name is drawn you will then pay \$50 to the club for this locomotive and case.

Locomotive History

First built for the Southern Pacific in 1909 to handle challenging grades, the 2-8-8-2 articulated Mallet soon caught the attention of other roads facing the same issues. In 1910, Norfolk & Western ordered five 2-8-8-2s (Class Y-1) like the SP models from Baldwin. By 1918, lessons learned from the first group led to an improved version, the Y-2. Further minor changes to the cylinders led to the next group, the Y-2a Class. This version then served as the basis for the United States Railway Administration (USRA) 2-8-8-2.

Although delivered too late for the WWI war effort, the N&W received 50 of the USRA engines in 1919, which it classified as Y-3. Road numbers for Class Y-3 were 2000 to 2049. They were a success and in 1923 another 30 were ordered with larger tenders (Y-3a), followed by 10 more in 1927 fitted with feedwater heaters.

During World War II, several Y-3s were sold to various western railroads that were desperate for more motive power at the time. While the Y-3's were well suited for coal-hauling duties in the Appalachians, the big articulated locomotives proved too slow for most of their new owners and they were retired or sold following the war. However, on the N&W, the Y-3's remained in service until 1958.

For Reference

Norfolk & Western #2011 was built by Alco of Schenectady, NY in April of 1919 and was finally scrapped in April of 1958 at Roanoke, VA.

The Model

The Proto 2000 2-8-8-2 represents Norfolk & Western Class Y-3 original USRA 2-8-8-2's. Constructed under US Government control and based upon blueprints provided by N&W for the Y-2a engines. This Proto 2000 N&W model represents the typical 1930's and later appearance of the N&W Y-3 original USRA engines (after N&W rebuilding), with the big Worthington BL-2 feedwater heater on the left side of the boiler, which moved air pumps to the right side of the boiler. **The locomotive is currently wired for DC operation with forward headlight and operates very smoothly.** It also has a wooden base display case with acrylic cover.





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 NOVEMBER 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 a month in advance (in the MILEPOST just before the October meeting) in order to give folks enough time to prepare their entries. For NOVEMBER, the salvage and resurrection topic is ANYTHING AT ALL, again continuing our effort to get more participation (September had several presentations – thanks, folks!).

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):

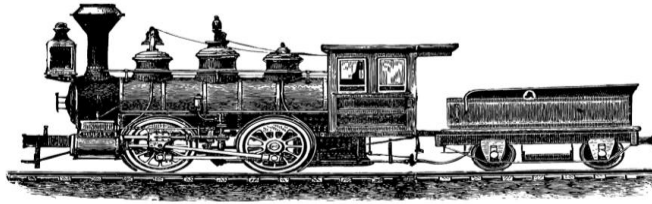
- Grab an old failed project you couldn’t bring yourself to discard (or a disaster picked up at a train show or store).
- Plan a fix (turning it into something good, though not necessarily creating what you originally planned), then actually fix it.
- Bring it, display it, then after regular model contest, stand up and tell us about your adventures.
- **The show-and-tell aspect is the main thing.** Given enough entries (3), there will 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.



October 2025 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Mark Fuerstenberger at 7:07 in the community room of the Sand Creek Police Station. There were 15 members present and no visitors.

Secretary Report

The minutes of the September meeting were accepted as published.

Treasurers Report

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

Announcements

Mark reminded everyone of the donated Norfolk & Western locomotive that will be available at the November meeting. (see the September Milepost) Anyone interested can put their name in a drawing. The drawn name may acquire the loco with a \$50 donation to the Division treasury.

Mark also mentioned that everyone should check their membership to insure it is still current. Many NMRA benefits depend on 100% membership.

The PPD layout tour was discussed. David Solly was not present, but he had sent Mark an email indicating the good response from owners and visitors about the format for this year's tour. The final schedule included 5 layouts and covered three weekends in September. If anyone has pictures taken on the layout tour you are asked to send them to David Bristow so he may put them in the Mile-Post.

Mark talked a bit about the Rail Proto Meet that took place in Greely on 27/28 September. There were many tables of prototype models on display as well as other high end models that weren't of specific prototypes. There several module layouts, including the PikeMasters Freemo. Many manufacturers and parts suppliers were there as well.

Mark recounted the unscheduled trip of the Big Boy and Heritage passenger equipment from Cheyenne to Denver and back with a service stop in Greely on September 18. The loco was outfitted with a set of 'elephant ears' from a Challenger that were found in the shops in Cheyenne. They wanted to see how they worked on the 4014. They were removed when they got back home as they impaired the engineer's vision.

Coming Events

- The 2025 Intermountain Train Expo, will happen on November 7th & 8th, at Stadler Rail US in Salt Lake City.

- Rocky Mountain Train Show - Holiday 2025 will happen November 29-30 at the Ranch Events Complex in Loveland.
- Rocks & Rails Mineral, Gem, & Model Train Show/Expo will happen December 12-14 at the Boulder County Fairgrounds in Longmont.
- The Mother Lode Model Railroading in Denver will be open for 'prospecting' on October 11 and November 8.

New Business

There was a discussion of plans for the Christmas party and traditional division gifts. Sources of gifts were discussed and how much to allocate to purchasing gifts was discussed. It was decided that David would ask for donations of items or cash from the members in the November Milepost. It was pointed out that the member exchange should be the primary focus of the Christmas party. No money was approved for Division gifts pending the outcome of the request for donations.

Program

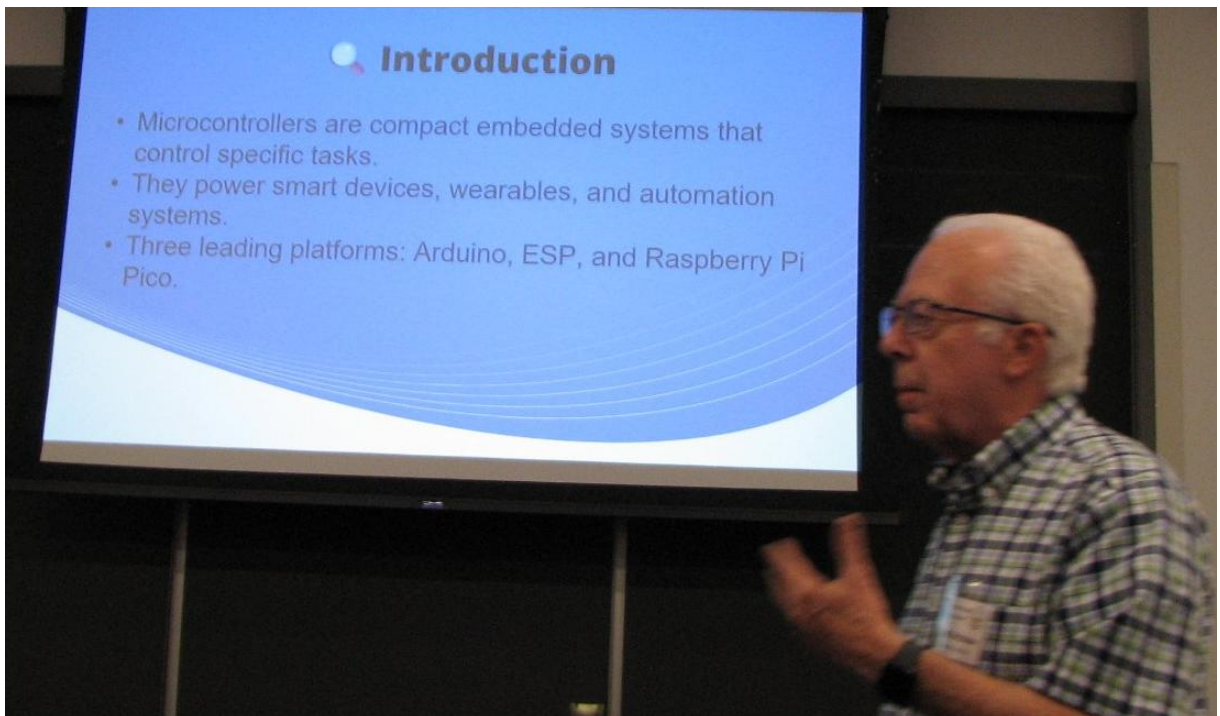
David Bristow presented the program on the 'State of the Art in Microprocessors'. He profiled the capabilities and strengths of the three main kinds. They are the Arduino from Italy, the ESP from China and the Raspberry Pi Pico from the UK. He discussed the processes they can perform in support of model railroading. Much of the software and programming required is freely available on the internet, but it may require some knowledge and understanding to customize for specific tasks.

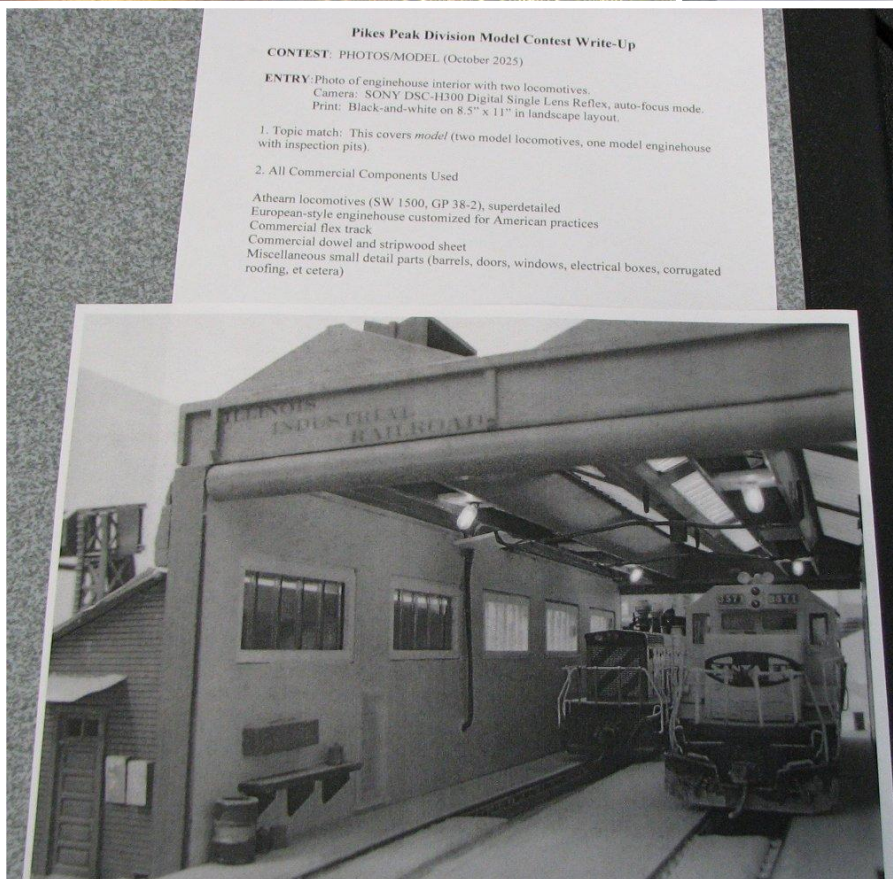
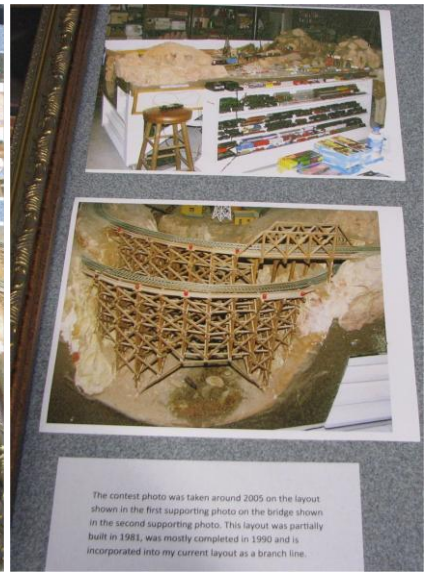
Contest

There were 3 entries in the October model photo contest. First went to Ken Rambo, second to Tony Pawlicki and third to Tony Pawlicki.

The door prize drawing was held following the contest announcements.

The meeting was adjourned at 8:50.



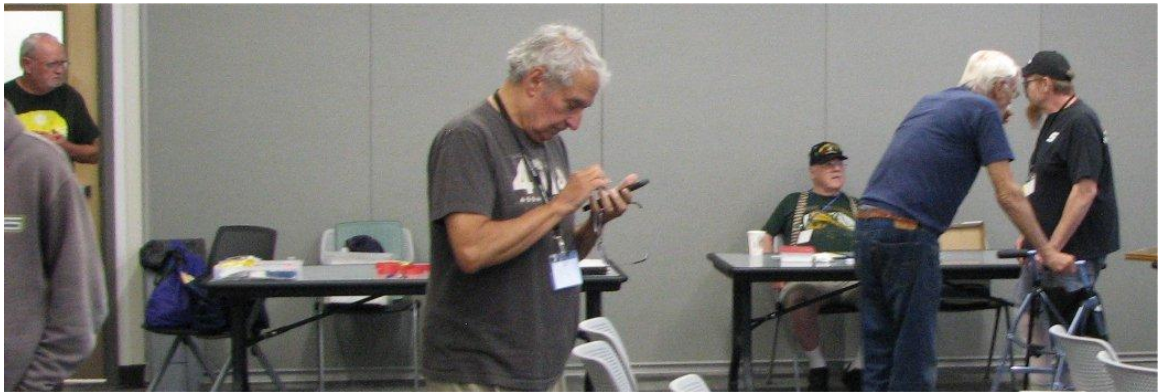


Pikes Peak Division Model Contest Write-Up
CONTEST: PHOTOS/MODEL (October 2025)

ENTRY: Photo of grain elevator employees discussing the fish that got away.
Camera: SONY DSC-H300 Digital Single Lens Reflex, auto-focus mode.
Print: Black-and-white on 8.5" x 11" in landscape layout.

1. Topic match: This covers *model* (two commercial figures posed, two commercial grain hopper car models, scratchbuilt shed and loading dock).
2. All Commercial Components Used

Preiser figures
Model grain hopper cars, superdetailed
Commercial flex track
Commercial stripwood and scribed sheet wood
Miscellaneous small detail parts (barrel, steps, decal, corrugated roofing, et cetera)





Notes from the Siding

By John Emmot

As usual, I am last minute. I should start sooner, but I'm never sure what might happen. Unfortunately, not much has happened. I have been working on the HO cabooses for Dave's layout in Granby. I have declared victory for the make believe steel Moffat caboose. I had an old Mantua cast metal, steel caboose that resembled the last cabooses produced by the Moffat shops in the 1930s using the salvaged underframes from previous wrecks. That is why they ride on bolsters they have 'D NW & P' cast into them. They were the only steel clad cabooses on the line. Several of them have survived. One is at the Colorado Railroad Museum in Golden and Dave has two more. At least we can say they are real surviving pieces of Moffat rolling stock. I painted and detailed this one as if it were the first of the series using a road number that was never used on the prototype. It was an easy way

to add a tailend car to the layout without scratch building a prototype model. The other is a scratch built model of an original Moffat wooden caboose. I haven't declared it finished yet.

We have also made some progress with the Calhan project. I have finished re-glazing and installing the last set of bay windows. I encountered a mis-alignment with trim piece when I tried to install it which will be corrected next time I go out. We also have 8 new windows for the wooden caboose. The issue with them is that we must rebuild the frames and tracks they slide in before we can install them. Any wood workers who wish to help are welcome. Just let me know. We have a large tarp that will cover most of the passenger coach to keep out rain and snow melt. We need some extra labor to get it in place nail some strips to keep it in place. Again, any help would be greatly appreciated. A large quantity of soffit boards have been sanded and ready to be put in place.

It may be time to start thinking about the Division Christmas party in December. It was decided at the last meeting to request donations for some Division gifts before we allocate money. It was pointed out that the member gift exchange is really what Christmas is all about. Perhaps everyone can put a little more thought into what they bring for those exchanges and not so much on the Division drawing. There will be the traditional pot luck to anchor a festive party evening. Everyone is encouraged (but not required) to bring 'goodies' to share. Come and have a good time.

I have been informed that there may be a chance for a TECO show sometime next spring. There maybe more information available by the next meeting.

Hope to see a lot of folks 'round the roundhouse this week.



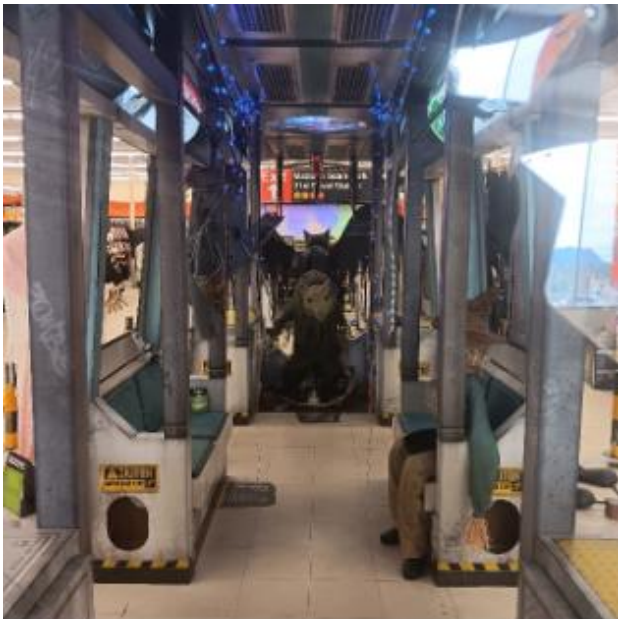


The Lighter Rail By Kristin Phillips

I am combining bits and pieces from last month's column that got lost in the ether with my November column on being thankful—for food on the railroad.

So where were the Zombies last month?

Locally you can visit an "El" train full of Zombies at the Spirit Halloween store. We saw them at the Spirit Halloween store at 4284 N. Academy (the old Big Lots store).



I'm sure they will be back next year.

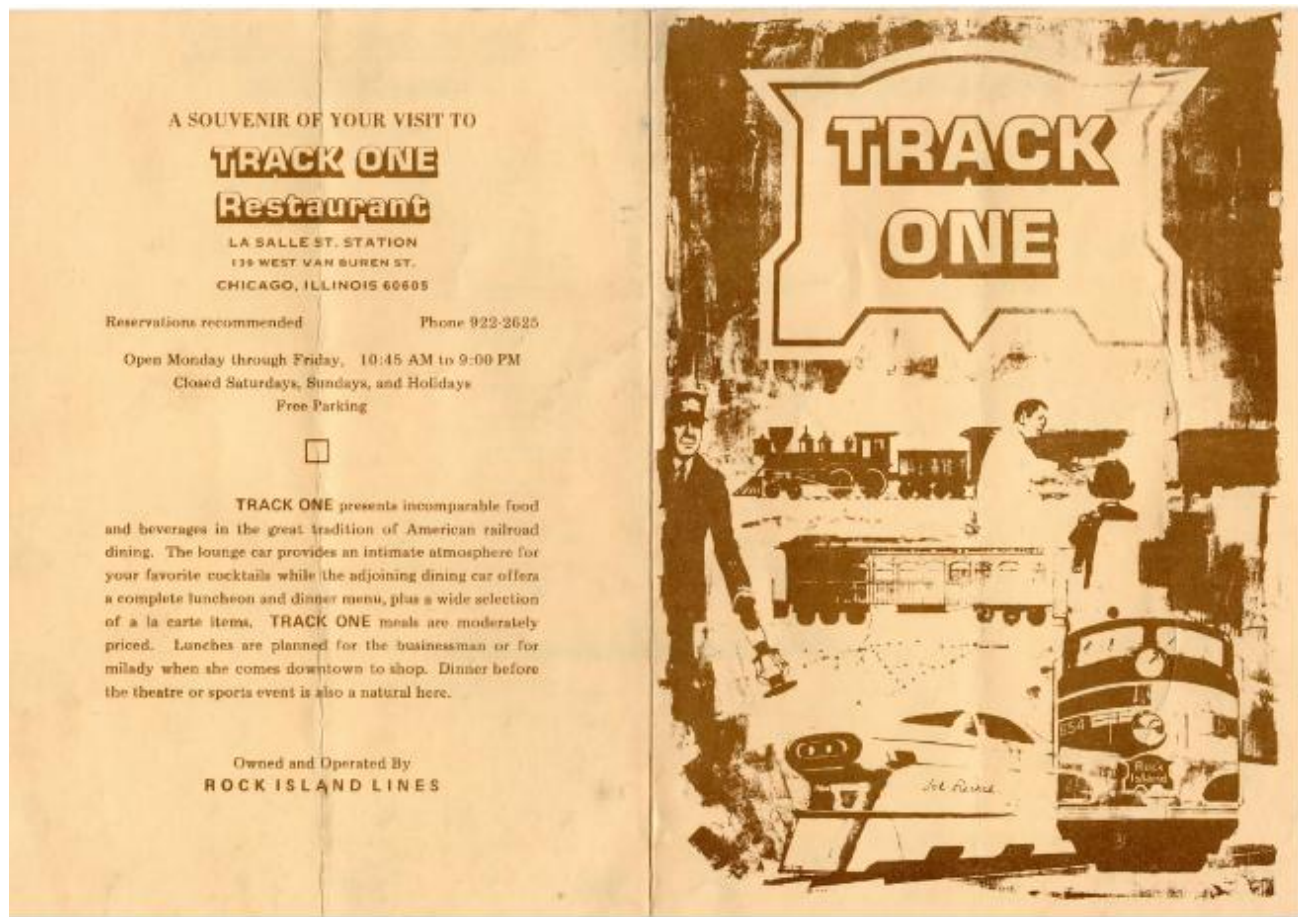
Now it's November and Turkey Day is just around the corner. Although we have southern fried turkey and do crock pot stuffing, little has changed in our menu over the years or even at the modern H. Harvey House in Chicago's Union station.

Joe and I thoroughly enjoyed our trip from Denver to Chicago on the California Zephyr. Although a roomette is an origami experience for two people, the food was great, our dining companions interesting (you share a table if there are only two of you), and we were only a half hour late arriving in Chicago. The day before the Zephyr was eight hours late due to heat and freight traffic.

We had three meals on the train. The train left Union station in Denver at 6:55 only a few minutes behind schedule. We immediately went to dinner in the dining car where we had a three-course dinner on a linen covered table with cloth napkins and fresh flowers in a small vase. For appetizers Joe and I had caprese salad, lettuce, tomato, mozzarella, and basil salad drizzled with balsamic vinegar. Another appetizer was Bang, bang shrimp which consisted of two huge, spicy, breaded and deep-fried shrimp. It sounded a bit too spicy for me. My main course was skirt steak with a huge mound of delicious, mashed potatoes and mixed vegetables that had asparagus pieces in them along with the normal mixed vegetables. Joe had salmon on rice and the same veggies. I had a yummy chocolate cake slice while Joe had cheesecake with strawberries. A complimentary alcoholic or nonalcoholic beverage accompanied the meal. We had a pleasant dinner companion who worked in the public works government sector and knew of Operation Lifesaver. A lively conversation ensued.

The next morning, I had fresh squeezed orange juice, an omelet, rolls and coffee. Joe had stuffed French toast which also was appealing. As we were nearing the end of the journey, food service suggested that if we wanted a salad, we should go to first lunch call. Joe's salad was OK. I had an average burger and fries. The kitchen was ending it's journey.

I picked up this Rock Island at a train show. It cost me a whole one dollar. Being an avid fan of the Rock Island Railroad, I had to have it. The Rock Island station is a couple of miles from Union station in downtown Chicago.





I have no idea what year the menu is from. Area codes started in 1947 so it must be before that.

On the Colorado Railroad Museum website I found a short blurb about La Fonda's restaurant.

"Konrad Allgaier, who was German-born and a former chef for Kaiser Wilhelm, was the head chef at the La Fonda restaurant while it was owned by Fred Harvey. Allgaier created a pudding named for La Fonda that we have shared with you, below. Perhaps it can be a new addition to your holiday dessert lineup this Thanksgiving Weekend.

As always, if you try making this recipe, please let us know (the Colorado Railroad Museum) how it turned out via our Facebook, Twitter, or Instagram pages. Have a happy and safe Thanksgiving, from our Colorado Railroad Museum family to yours!

La Fonda Pudding

Adapted from *Dining by Rail* by James D. Porterfield

- 1 cup finely crushed graham crackers (12)
- 3 egg yolks, well beaten
- 1 cup sugar
- 1/8 tsp. salt
- 1/2 cup chopped walnuts
- 1/2 tsp. vanilla extract
- 1 tsp. baking powder
- 3 egg whites, stiffly beaten

For topping:

- 1 pint heavy cream, whipped
- 1/2 cup chopped walnuts

Preheat oven to 350 degrees.

Crush graham crackers fine using a rolling pin and set aside for later use. Butter bottom and sides of an 8" x 8" baking pan and set aside.

Separate egg yolks from whites. In medium mixing bowl, beat egg yolks until thickened and of a lemon color. Continue beating constantly as you gradually add the sugar.

Into the yolk/sugar mixture, fold the graham cracker crumbs, salt, chopped walnuts, vanilla and baking powder.

Beat egg whites until light peaks form, then fold into mixture. Pour mixture into baking pan and bake for 45 minutes, until inserted knife comes out clean.

Remove baking pan to wire rack and let cool for 10 minutes. Remove from pan and cut into 2-inch squares. Serve topped with whipped cream and a sprinkle of chopped walnuts.

Check out <https://www.stephenfried.com> › blog

Fred Harvey Thanksgiving Recipes! - Stephen Fried

"Here are just a few of the best Fred Harvey Thanksgiving-theme recipes, presented in their original form, as they appear in Harvey chefs' cookbooks from 1930. As a holiday gift to readers and Fred-fans, I'm dipping into my exclusive stash of archival Harvey recipes to show you how Fred's chefs did their foodie celebrating"

Finally, I leave you with a parting thought.

Q: What train did the turkey ride?

A: The gravy train



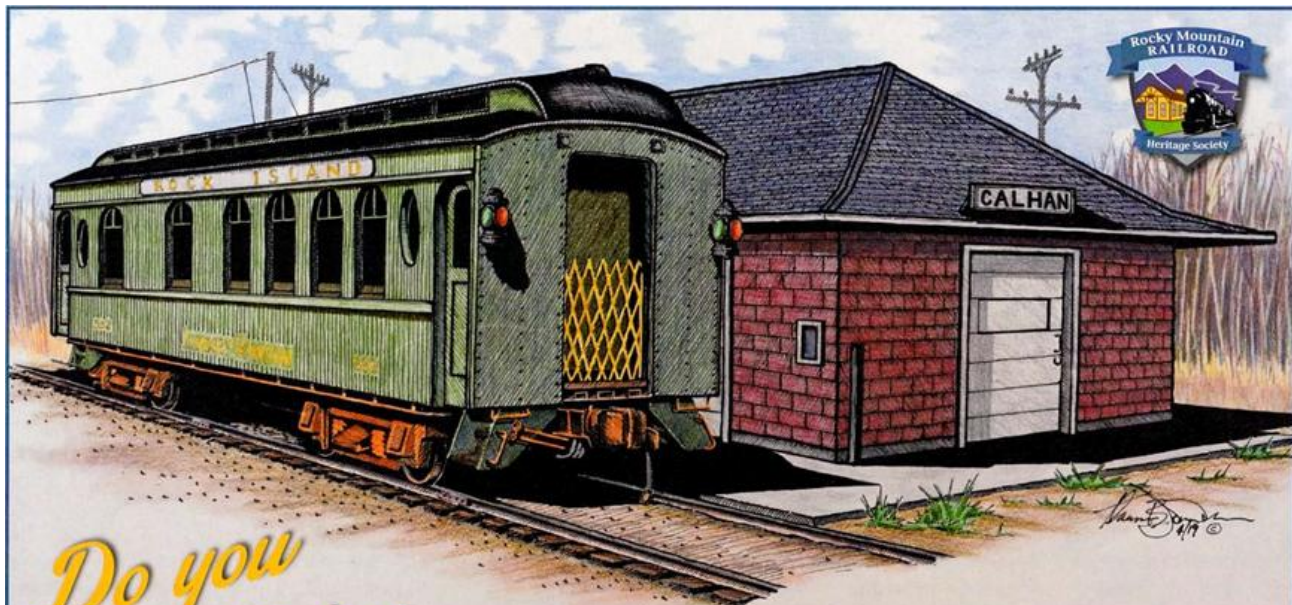
Happy Thanksgiving to all!

Advertisements

I have a Lionel O scale Polar Express train set #6-31960, never been used, still in the box, that I'm trying to figure out how to sell to someone who would enjoy it. These sets are \$350-\$400 on eBay, plus shipping. I'm looking for \$350, but will consider other offers. It's got all the original parts, including the smoke oil in the bottle, Santa's bell, the miniature figures, and spare light bulbs for the passenger cars. I would be happy to bring the set to a club meeting if someone is interested. I'd be able to deliver in town here, or up to Denver or down to Pueblo as well. . It was a Christmas gift for my son probably 16 or 17 years ago, but he never ran it and has no interest in it now, so he's ready to sell it. It's a shame to keep it in a closet!

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