



The

Milepost

Volume 44, Number 10 – October 2024

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Friday, October 4th, 2024, at 7:00 PM

The New Sand Creek Police Station 950 Academy Park Loop

(Northeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

Calendar of Events

January 12th, 2024 (Friday)

NMRA-PPD monthly meeting

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

February 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Lionel – HO Vintage Trains

March 8th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Harvey Houses of the Southwest

April 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: The Delagua & Bethua Railway

May 10th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: {to be determined}

June 14th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

July 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: Inventory Control Using Cards

August 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Model/Layout Program: Circus Trains

September 13th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: John Emmot

October 4th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Microcontroller Update

November 8th, 2024 (Friday)

NMRA-PPD monthly meeting

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

December 13th, 2024 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 44, Number 10, October 2024, is published monthly, as an electronic document (Adobe PDF file), by, and under the authority of, the Pikes Peak Division (Rocky Mountain Region), of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We would love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroads (and railroad) activities. Unless otherwise noted, all content in this journal is copyrighted to its respective owner. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etc., without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address: dave@bristow-family.org Thank you.

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[Open]

Next Meeting on Friday, October 4

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

Be sure to check out the Rocky Mountain NMRA Callboard:

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

2024 Schedule

- Oct. 4th David Bristow Microcontroller Update
- Nov. 8th TBD
- Dec. 13th Christmas Party

Editor's Thoughts

One of the excursions I took from the Viking cruise was a train ride on the Kent and East Sussex Railway (K&ESR) which has a rich and fascinating history as one of the most notable heritage railways in England.

Historical Overview

Origins (1899-1905)

The K&ESR originated as a light railway under the Light Railways Act of 1896, intended to provide cheaper, local railway services to rural areas. It was officially opened in 1900, linking Robertsbridge in East Sussex with Headcorn in Kent, serving various small towns and villages in the southeast of England. The railway was developed under the guidance of Colonel Holman F. Stephens, a key figure in light railway construction. His name remains closely associated with the line.

Operation and Decline (1900-1954)

During its early years, the line primarily carried agricultural goods (such as hops and livestock) and provided passenger services to the rural population. The K&ESR struggled financially due to its location in a sparsely populated area and competition from buses and road transport. Passenger services between Headcorn and Robertsbridge ceased in 1954, though parts of the line remained open for freight until 1961.

Preservation Era (1960s-Present)

After the closure of the line to regular services, efforts began to preserve the K&ESR as a heritage railway. The Kent & East Sussex Railway Preservation Society was formed in 1961, aiming to restore and operate the line. In 1974, the first preserved section between Tenterden and Rolvenden was reopened for public heritage steam services. Over time, more of the route was restored, and by 2011, the line had been extended to reach Bodiam, which brought the restored section close to its original extent. As of today, the railway runs regular steam and heritage diesel services between Tenterden and Bodiam, a distance of approximately 10.5 miles.

Current Status

Operations

The K&ESR is a successful heritage railway and operates steam and diesel trains, primarily catering to tourists, railway enthusiasts, and families. The line runs through the scenic Rother Valley, offering views of the countryside and notable attractions like Bodiam Castle. The K&ESR hosts themed events throughout the year, including "Santa Specials," vintage train days, and experiences like dining trains.

Route and Stations

The operational route currently runs from Tenterden Town Station to Bodiam. Notable stations along the route include Tenterden, Rolvenden, Northiam, and Bodiam. Plans have been long discussed to eventually reconnect with the mainline at Robertsbridge Junction, which would restore a key link to the national railway network.

Rolling Stock

The railway operates a mix of restored steam and diesel locomotives, as well as heritage carriages. Several of the locomotives used are historically significant, such as those built for light railways or similar lines in the early 20th century.



Volunteers and Community Involvement

Like many heritage railways, the K&ESR is operated largely by volunteers who help with the maintenance of the line, the rolling stock, and the operation of the trains. The railway is supported by donations, membership subscriptions, and proceeds from ticket sales and special events.

Future Development

There is ongoing work to continue expanding and restoring more sections of the original line, with hopes to extend back to Robertsbridge and create a fuller heritage experience.

There are also ambitions to preserve and restore more historic rolling stock and improve the facilities at the various stations.

Significance

The K&ESR is not only an important part of British railway heritage but also a beloved tourist attraction in the southeast of England. It provides a glimpse into the country's rural railway history and continues to be an important hub for preserving light railway tradition. Its historical connection with Colonel Stephens, a pioneering figure in light railway construction, adds to its significance, making it a point of interest for railway enthusiasts worldwide.



David

Keepin' it on the Tracks

By Mark Fuerstenberger

Union Pacific "Big Boy" #4014 – Heartland of America Tour – Aug 28th thru Mid-Oct.

The Union Pacific Big Boy #4014 is halfway through its Heartland of America Tour. The train has already been across 5 states and is now clear down south in Texas. It will be coming through Colorado on Oct. 22nd & Oct 23rd. Hopefully, you will be able to get out there and see it. The train can easily be tracked at <https://www.up.com/heritage/steam> From that website you can not only track the real-time location but also view the upcoming schedule, engine statistics, and much more.

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

The Fall Train Expo Colorado (TECO) Show is coming up at the beginning of next month. As usual, the Pikes Peak Division will have their module group there participating. I am already in the process

of designing the layout for the show. At the show, volunteers are always needed and in short supply. I highly encourage each and everyone to help out and volunteer where you are able. Those willing to help out, please reach out to Elizabeth Maline.

Rocky Mountain Train Show – Holiday Edition – November 30th & December 1st

The Rocky Mountain Train Show is coming up at the end of November. The show will be held at The Ranch Event Center in Loveland, CO. It is located right off of I-25 at Exit 259. This is a great show and always well attended, if you haven't been, I recommend you check it out.

December Christmas Party – December 13th

December is rapidly approaching and Tony has been doing some shopping for gifts. Hopefully, everyone can attend as December is really more of a holiday party than a meeting. Even if you are not a regular attendee, we'd love for you to show up.

Drawing Prizes Preview

By Tony Pawlicki

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

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

UP 102098. HO scale 40-foot single-sliding door steel boxcar. Class B-50-41. Accurail. Apart from the road name and lettering, a twin to the Oregon Short Line boxcar featured in the August drawing.

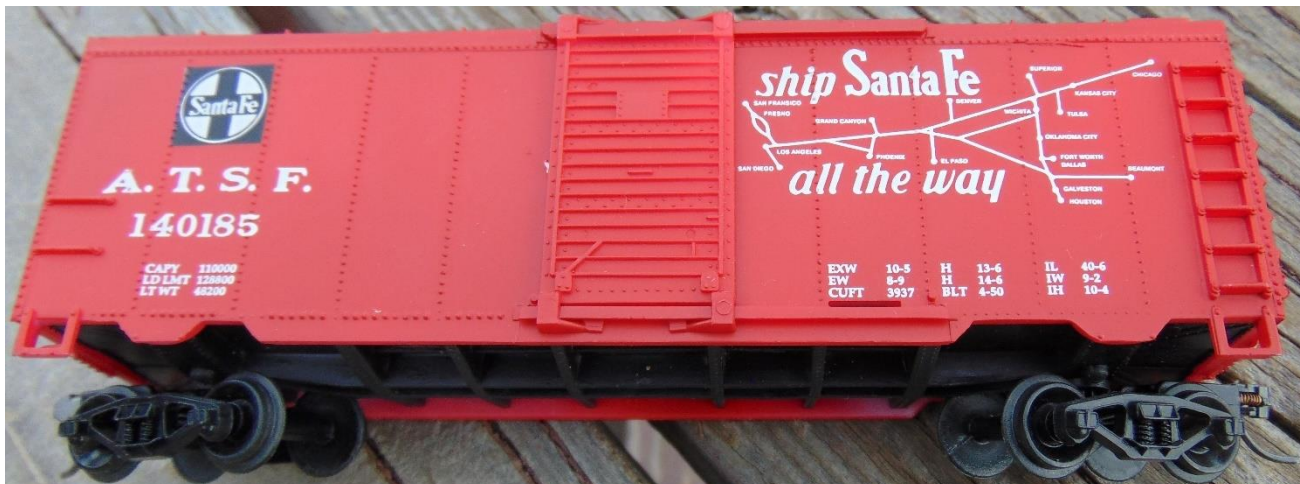
- Kadee metal wheelsets.
- Accumate knuckle couplers.
- OM 9-56
- NO modern markings (no ACI plate, no Consolidated Stencils, no U1 wheel stickers).



ATSF 140185. Life-Like HO scale model of a 40-foot boxcar with a 6-foot single sliding door. "Ship Santa Fe all the way" logo. BLT 4-50. The exact twin of the car was offered at the September 2024 meeting.

- In original packaging.
- Kadee #5 truck-mounted couplers.
- Plastic wheelsets
- NO modern markings (no ACI plate, no Consolidated Stencils, no U1 wheel stickers).

- Either a collector item (perhaps not, given the Kadee couplers) or an upgrade project.



KCS 20888. HO scale Life-Like 50-foot steel offset double sliding door automobile boxcar. NEW 11-41.

- New-in-box (list price \$30.00).
- Metal wheelsets.
- Knuckle couplers.
- Southern Belle herald.
- NO modern markings (no ACI plate, no Consolidated Stencils, no U1 wheel stickers).



The Wavy Rail & The Light Rail

By Joe Costa & Kristin Phillips

National Model Railroad Convention and our journey home.

We arrived in Long Beach on Sunday, August 4th, the official first day of the convention. Other than registration there was nothing doing onsite at the Westin Hotel itself. There were offsite tours available, however we would have had to be there in the morning to go on any of them.

Monday Joe and I participated in two *Model with the Masters* workshops. The morning workshop was on laser kits. We were disappointed in that the room was crammed and had narrow tables making it hard to work on the provided kit. In addition, the workshop had a huge supply list including five grades of sandpaper. It took us several days to acquire it all and we used a fraction of it. Most people, including Joe and me, did not finish the kit, and we will have to finish it at home.

The afternoon workshop was on trees. We made a deciduous tree and a pine tree. The deciduous tree was made out of sagebrush which is easy to find around here. Pine trees vary from area to area and even elevation. The coastal pine trees do not look like our Colorado pines but we made them anyway. One suggestion given was to “set” the tree with spray glue instead of hairspray. We haven’t tried that yet.

The conference rooms would have made great refrigerators. Finally, the end of the convention, they adjusted the temperature to a warmer setting. Parking was \$12 a day, however, if you wanted to drive somewhere for lunch you had to pay another \$12 fee. There was a scarcity of middle priced restaurants in the immediate area.

Long Beach NMRA Convention Favorite: O-Scale Olive Station



The one on the left shows the name of the station, while the one on the right shows the interior detail.

Virtual Harbor



There is a scanner and motor on the bottom of the boat that steers it to follow an image displayed on the monitor. The waves actually move. We don’t have any information but it definitely is too cool for school.

Barstow Harvey House on the Way Home

From Wikipedia:

The Barstow Harvey House, also known as Harvey House Railroad Depot and Barstow station, is a historic building in Barstow, California. Originally built in 1911 as Casa del Desierto, a Harvey House hotel and Santa Fe Railroad depot, it currently serves as an Amtrak station and government building housing city offices, the Barstow Chamber of Commerce and Visitor Center,

and two museums, the Western America Railroad Museum on the east side and the Route 66 "Mother Road" Museum on the north side. As it was Sunday, both museums were closed. Barstow was HOT!

The Casa del Desierto station and hotel was built in 1911 by the Atchison, Topeka and Santa Fe Railway to replace an earlier one built in 1885 that burned in 1908. The building is a synthesis of Spanish Renaissance and Classical Revival architecture styles, with a Moorish feeling as well. The concrete frame is faced with red tapestry brick and beige artificial stone. Majestic arcades and colonnades line the facade, providing shade from the desert sun. Red clay barrel tiles are used to cover the roof. Towers at the building's corners, and those of the central projecting bay facing the tracks, are capped with pointed roofs or painted domes.



Cortez Welcome Center

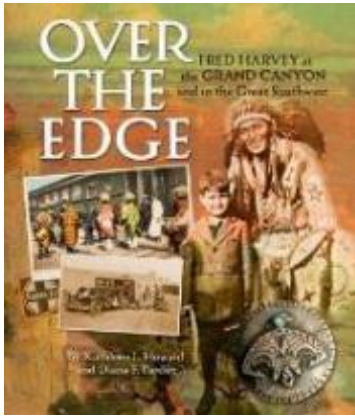
The visits to Cortes and Delores took place on the way home. Across the alley from the Welcome Center is a collection of metal art. I took three pictures of them and spliced them together with MSPaint. Doctor Frankenstein would have been proud:



Here is view of the pueblo painted on the back wall of the Visitor Center.



In the Center we picked up a Fred Harvey book. Across the street from the Visitor Center was a funeral parlor and office:



Galloping Goose in Dolores (Rico Replica Station)









Past is Prologue—Colorado Pacific Rio Grande Railroad

The Colorado Pacific Rio Grande Railroad is a rail line that connects communities in south central Colorado and the San Luis Valley to the rest of the world allowing them to transport and receive goods for domestic and international shipment via the Union Pacific or BNSF railroads. The rail line runs from Walsenburg, CO over the La Veta Pass to South Fork, CO and from Alamosa, CO south to Antonito, CO; it was originally built by the Denver & Rio Grande around 1880.

We encountered a surprising scene in Alamosa. Across from the old station, now a visitor information center:



We saw at least three different engines, in brand spanking new livery, on the tracks. Stefan Soloviev is the man behind the railroad rescues (with his name on the engines).



Before this acquisition, Colorado Pacific offered to restore the Union Pacific tracks from Royal Gorge, through Leadville and west to the UP mainline but was rebuffed. Success in the San Luis Valley will serve to enhance their credentials. We'd love it if they could successfully restore tourist operations in the future too.

The Soloviev Group owns the Colorado Pacific Railroad, which runs from Towner, Colorado, to NA Junction, about 27 miles east of Pueblo.



Running parallel to the current Colorado State Highway 96, it was originally built in the 1880s as part of a trunk line connecting Pueblo to Kansas City. After many years of neglect, it was nearly disassembled, but because the line was constructed with Federal land grant funds, the railroad could not legally be abandoned if a financially qualified company could operate it.

Do over and do again Road Trip?

It took us a while to recover from the cross-country marathon trip, however, we could repeat the journey to Long Beach because there were lots of places we had to bypass in the interests of time. California 1 south of Big Sur was closed because of Mother Nature which made for a detour.

Another variation we would do is skip Four Corners, Cortes and Dolores in favor of heading east from Flagstaff and revisiting Ash Fork, Winslow, Holbrook, Taos and Las Vegas, New Mexico.

BNSF train chasing on the Joint Line

By Mark Fuerstenberger

Over the past couple of months, Amber and I have inevitably made the drive from Denver to Colorado Springs a couple of times. However, what has been different about these recent trips is that we had a little extra time to kill and did not have to simply rush back. In each case, we have decided to pull over in the Larkspur / Greenland area to watch a couple of southbound freight trains pass.

On the evening of Aug. 3rd, we were headed back from Denver when we saw a southbound coal train stopped around Tomah Road & I-25. As we continued near Greenland, we saw another freight and knew that the previous train was waiting for him to clear that section of track. So I took the exit and pulled off the road where we sat near the crossing and assumed the train would be by us in about 5 minutes or less. After all, it could not have been more than a ½ mile away when we saw it. But on this particular night, I happened to have my scanner with me and so as I pulled off to watch the train pass us at the Greenland exit, I switched it on to see if the train crew had anything to say. And that is really when it all began.

As we listened, we heard the crew of the train say that they were stalled. This area of trackage has a higher percentage of grade to climb and the 4 engines with 126 cars did not seem to get the job done. The engineer & conductor bantered back and forth complaining about how 4 engines aren't sufficient to pull a loaded 126-car train uphill from Denver to Palmer Lake. After a few rather unpleasant words about their situation, the crew called dispatch to try to figure out what to do. Throughout the next 30 minutes, they debated whether to have the train that was near Castle Rock tie down its train and then uncouple the lead engines to come up and push the stalled coal train to Palmer Lake or if they should try backing up ways down the track and then "get a run at it." Well, I

was more than a little surprised when they decided that “getting a run at it” was the option that they were going to try.

Once given clearance, the stalled coal train backed up about 3 miles down the joint line and then decided to give it all that it had. No one on the radio was sure if it would work or not, but about 45 minutes later they were headed north pushing the locomotives to work as hard as they could.

After listening to all of this transpired on the radio, we thought that the train would come barreling past us to make it up the hill to Palmer Lake. Well in reality it wasn't nearly that exciting. As the locomotives approached Amber and me, they seemed to be crawling along at around 15 mph. But you could hear them working hard pulling the heavy coal load. We heard the engineer talking about how the gauges on 1 of the 4 locomotives weren't reading correctly, and that 1 of the locomotives was only putting out about 50% of the power that it should be.

So, what started as a 5-10 minute detour to see a train, it turned into a 2 ½ hour detour to watch the stars, listen to the train crew, and eventually see a train pass us at a very slow speed. All in all, it was still a good night. Below is a photo that I took of the struggling locomotive pushing for all it was worth to get the train to Palmer Lake. The flash of my camera at least lit up the locomotive enough for a relatively decent night photo.



On a more recent day trip from Denver to Colorado Springs we were also able to catch one of the BNSF 25th Anniversary locomotives. If you see one, it is nice to see how they represent the fallen flags of the former railroads that were bought and merged into BNSF.



Show and Tell: Maintenance-of-Way and Free-form

By Tony Pawlicki

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

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

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

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

GENERAL IDEA for the theme-specific part (Maintenance-of-Way next 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.

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

THIS SESSION'S THEME: Maintenance-of-Way: lots of variety possible, such as:

- old ones and new ones, as regards:
 - construction (wood, metal, composite)
 - new or battered from years of rough service (MOW cars don't get no respect)
- cranes and crane tenders
- plows
- steam shovels
- pile-drivers and tenders
- gondolas (high-side, low-side, side-dump)
- ballast hoppers
- boxcars (for tools and supplies)
- flatcars
- Jordan spreaders
- others I've not thought of.

Calendar of Future Train Show Events

Mark your calendars!

- **November 2 & 3**, TECO Model Train Show (\$11) – Colorado Springs Event Center, Colorado Springs, CO Saturday 9-5, Sunday 10-3
- **November 23 & 24**, Rails Along the Rio Grande (\$10) – Balloon Fiesta Park, Albuquerque, NM Saturday 19-5, Sunday 9-4
- **November 30 & December 1**, Rocky Mountain Train Show Holiday Edition, The Ranch Event Center, Loveland, CO
- **December 14 & 15**, BMRC Rocks and Rails – Boulder County Fairgrounds, Longmont, CO

- **February 22 & 23, 2025** TECO Model Train Show (\$11) – Colorado Springs Event Center, Colorado Springs, CO Saturday 9-5, Sunday 10-3
- **April 5 & 6, 2025**, Rocky Mountain Train Show Spring Edition, The National Western Complex, Denver, CO



Colorado Springs Event Center

\$ 11 per person
Discounts Apply
Children Under 12,
FREE!

Hall B
3960 Palmer Park Blvd
Colorado Springs, CO 80909



Info and online ticket sales at www.tecoshow.org



September 2024 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Mark **Fuerstenberger** at 7:03 in the community room of the Sand Creek Police Station. There were 21 members, and no guests present. Glad to see Glen Butcher was back.

Secretary Report

The minutes of the August meeting were approved as published in the Milepost

Treasurers Report

Tony had hard copies of the treasurer's report. The statement reflected the interest payment and drawing receipts as well as the expenses for the Division picnic. The statement was accepted as presented.

Tony also announced that he had checked with meeting room schedulers. The only recurring time available for the room other than our standing second Friday was the first Tuesday of the month. The consensus was to stay with the status quo. He also noted that the room is not available on the usual night in October. It was agreed to move that ONE meeting to October 4th, the first Friday.

Announcements

Mark noted that Eric Lundberg, past NMRA president, had passed away.

Mark also recognized the birthday of Ken Rambo.

Mark presented kudos for the success of the Picnic at the Trolley Museum.

He said that the YMR had a good swap meet on August 17th.

Mark also reminded folks about the workday and Bar-B-Que at Calhan on the day following the meeting.

There is a Train show in Estes Park on September 21-22.

Charalee reminded everyone about the 3-day Live steamers meet at Byers on September 21-23.

TECO is November 2-3. Volunteers are still needed.

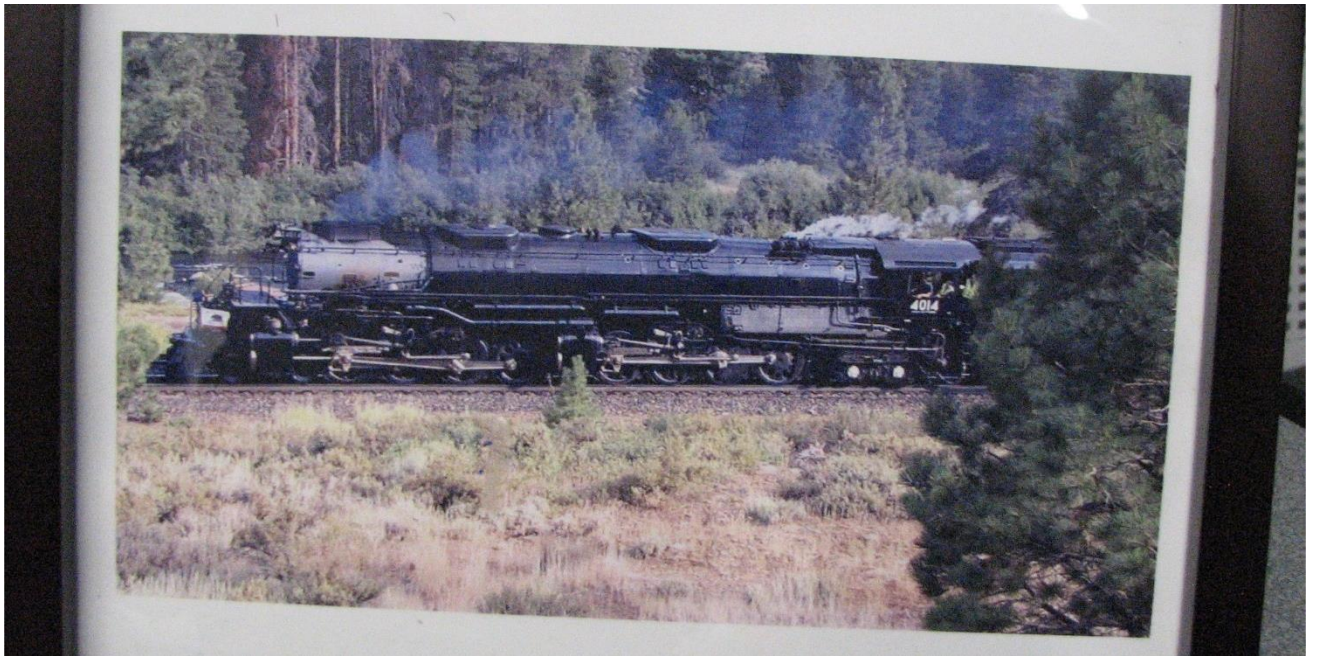
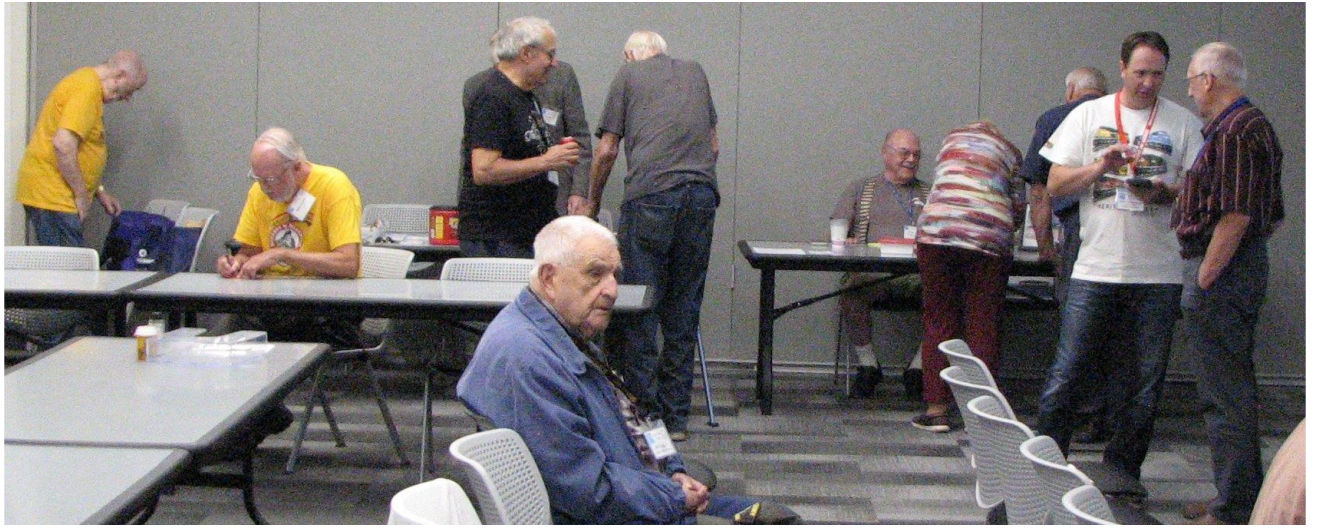
Contest

Prototype railroad pictures. First-Amber **Fuerstenberger**, Second- Tony Pawlicki, Third- Tony Pawlicki
Andy Bucu had a show and tell with a 1950s kit of HO-scale American Skyline models.

After a short refreshment break, John did a program on Carrying the Mail on the Moffat. He discussed the territory, the railroad, the equipment, and the difficulties of snow blockades on Rollins Pass.

The meeting was adjourned at 8:25.





Pikes Peak Division Monthly Contest Write-Up

CONTEST: PHOTOS/LIVE (September 2023)

ENTRY: Photo of B&O 4-6-0 camelback locomotive 305 at the Baltimore and Ohio Railroad Museum, Baltimore, Maryland, July 23, 2023 (during family vacation).
Camera: SONY DSC-H300 Digital Single Lens Reflex, auto-focus mode.
Print: Black-and-white on 8.5" x 11" in landscape layout.

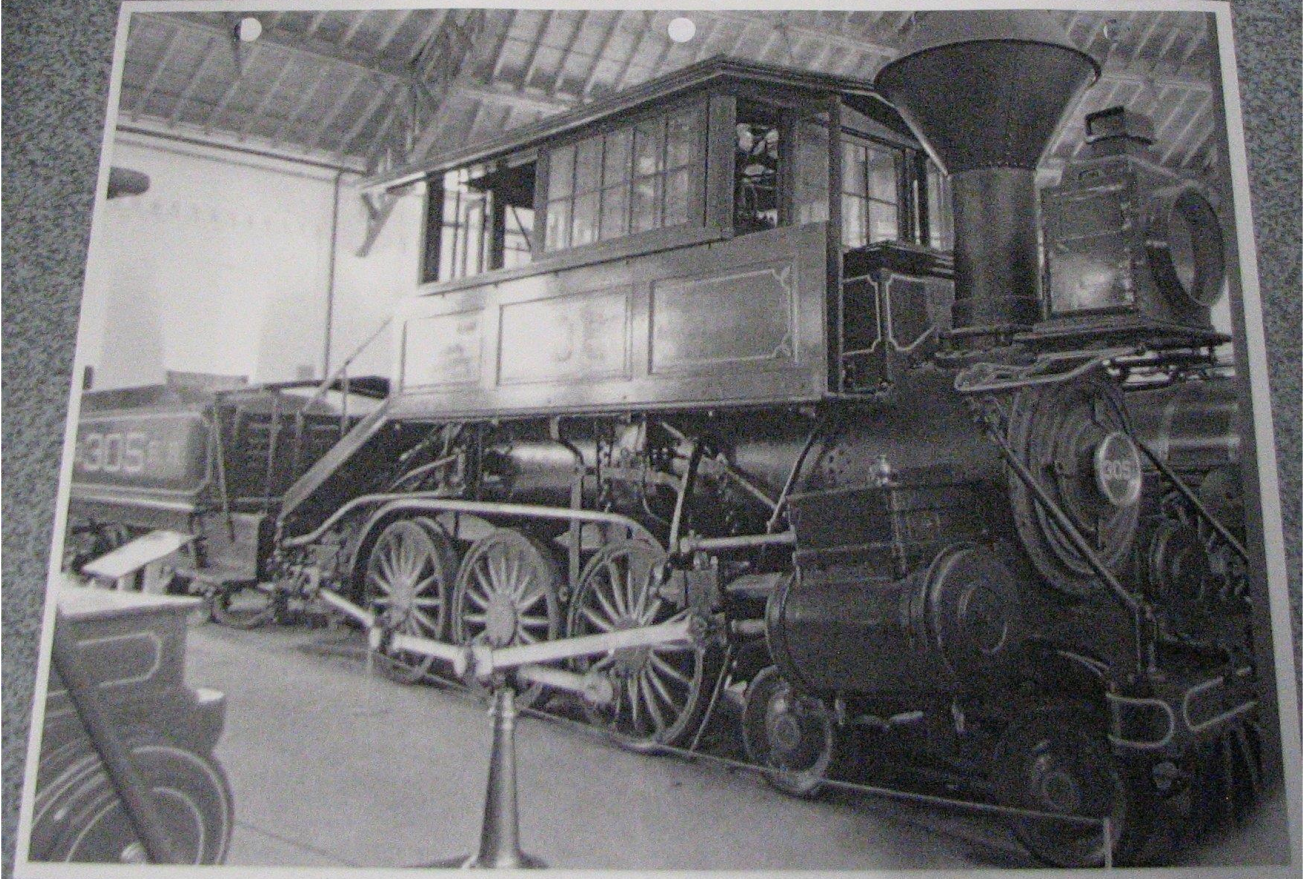
1. Topic match: This shows the actual locomotive in the huge roundhouse at the B&O railroad museum. It's as "live" as I could get it; I couldn't get them to fire up the 305, so I don't know whether the angled cylinder actually swivels.

The fender around the drivers, covering even the back of the rear driver, is something I've not seen before, presumably protecting the machinery (driven off the rear driver) right behind the fender.

2. All Commercial Components Used

Camera: SONY DSC-H300 Digital Single Lens Reflex.
Printer: Hewlett Packard LaserJet P1102W.

#2 place



Pikes Peak Division Monthly Contest Write-Up

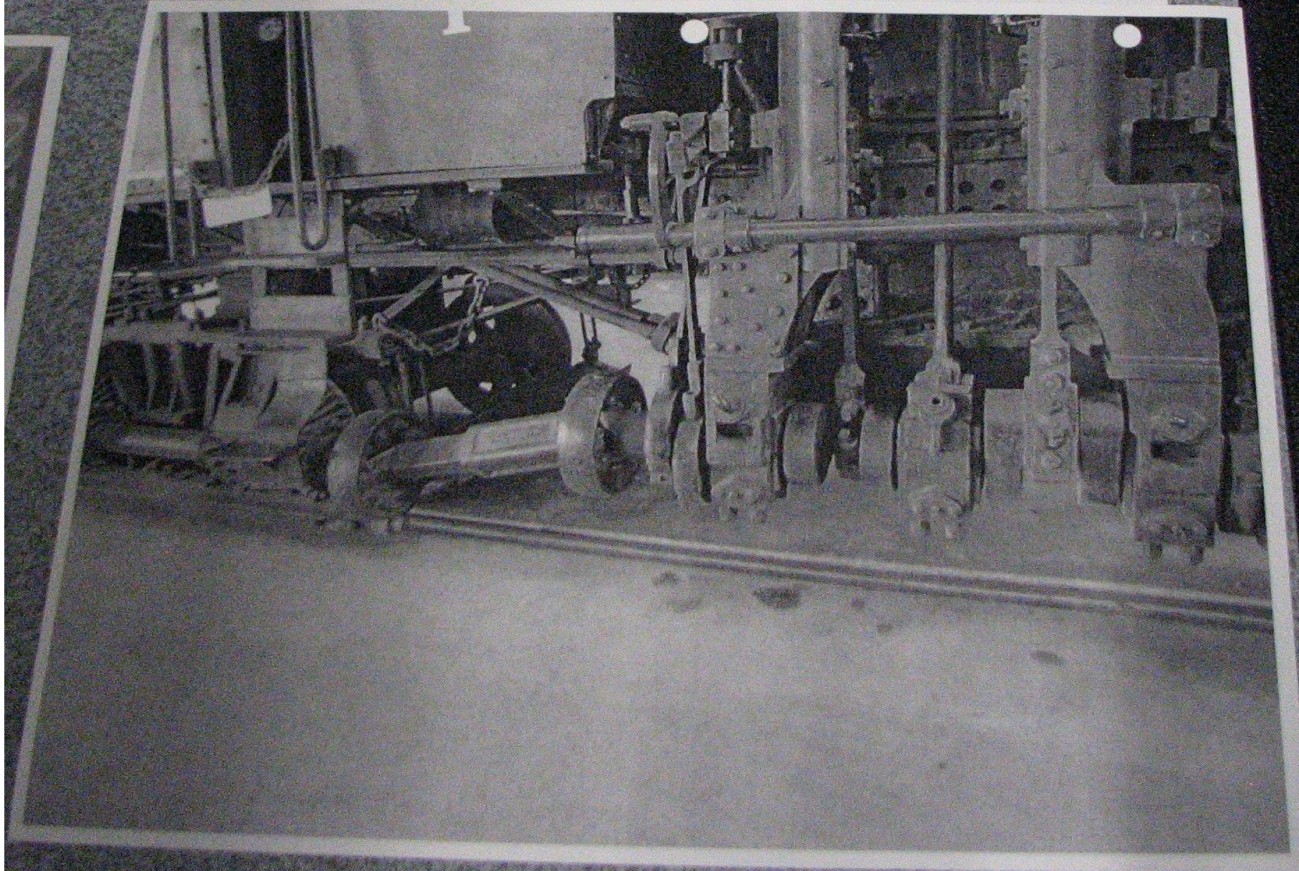
CONTEST: PHOTOS/LIVE (September 2023)

ENTRY: Photo of Shay locomotive gearing details at the Baltimore and Ohio Railroad Museum, Baltimore, Maryland, July 23, 2023 (during family vacation).
Camera: SONY DSC-H300 Digital Single Lens Reflex, auto-focus mode.
Print: Black-and-white on 8.5" x 11" in landscape layout.

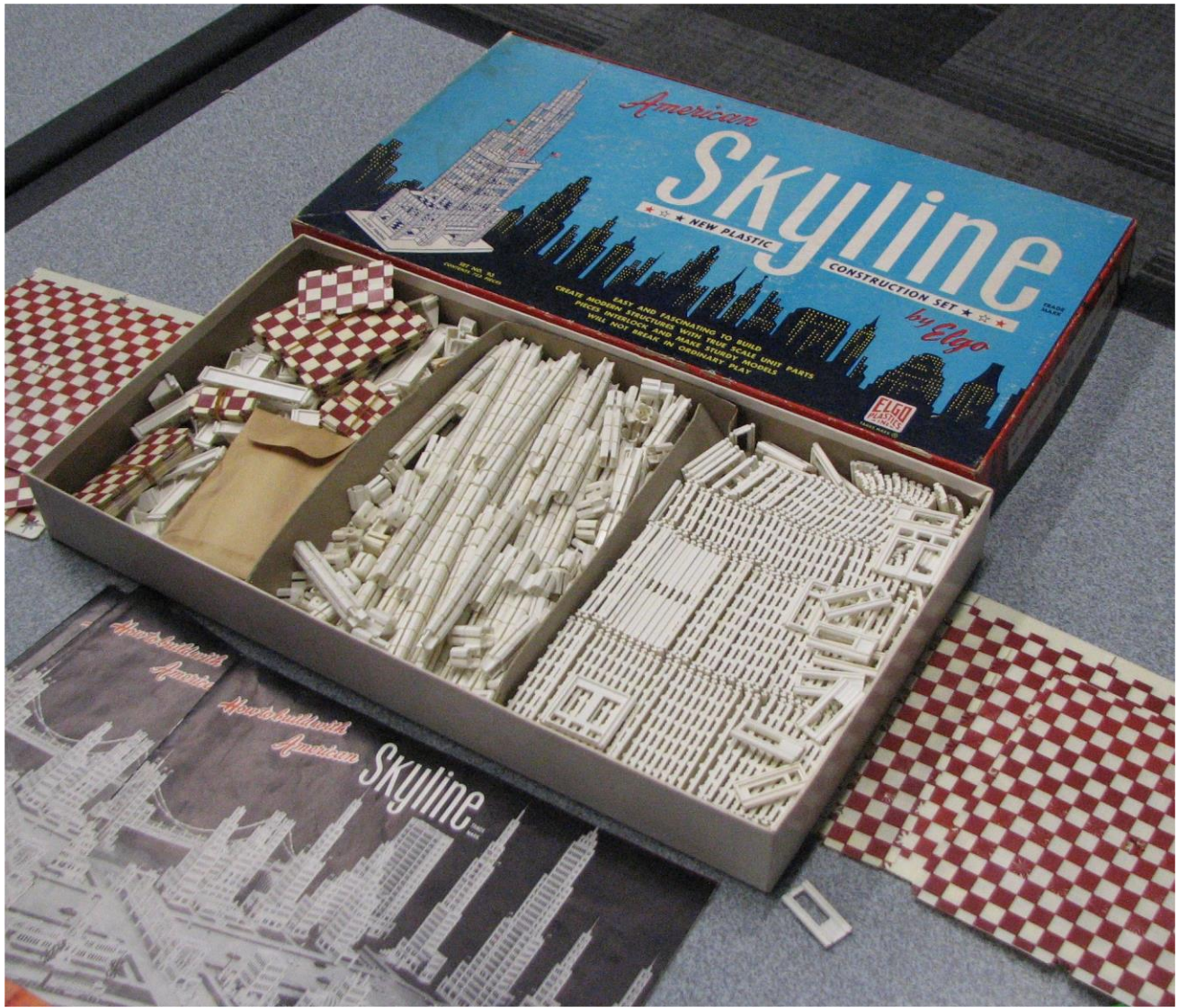
1. Topic match: This shows the actual locomotive in the huge roundhouse at the B&O railroad museum. It's as "live" as I could get it; I couldn't get them to fire up the Shay, so you'll have to imagine the clanking and clattering as those three cylinders put that hugely flexible drive train into motion.

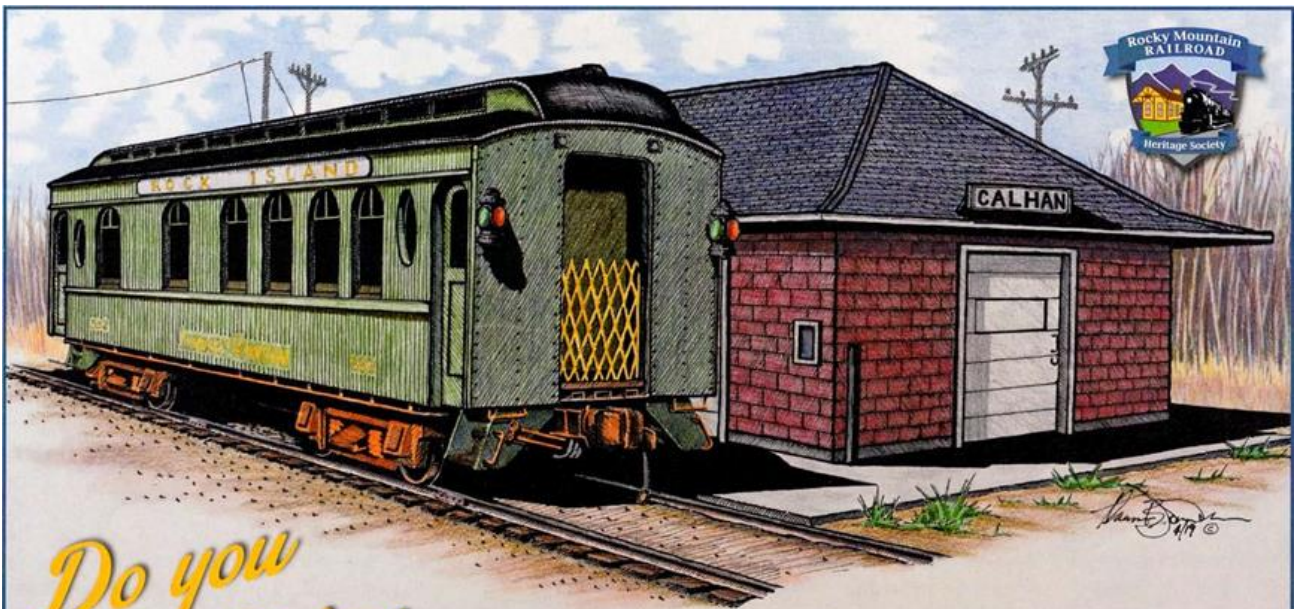
2. All Commercial Components Used

Camera: SONY DSC-H300 Digital Single Lens Reflex.
Printer: Hewlett Packard LaserJet P1102W.









*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